

9327

H. E. H. The Nizam's State Railway.

ANNUAL REPORT

1941-42

SECTION III

**ANALYSIS OF WORKING
(Statistical Statements)**

OF THE

Broad and Metre Gauge Systems

AND OF THE

Road and Air Transport Services

H. E. H. THE NIZAM'S STATE RAILWAY.

Analysis of Working

(STATISTICAL STATEMENTS)

OF THE

BROAD AND METRE GAUGE SYSTEMS

AND OF THE

ROAD AND AIR TRANSPORT SERVICES

FOR THE

YEAR ENDED 31st MARCH 1942.

GENERAL MANAGER'S OFFICE,
Secunderabad (Dn.), 31st August, 1942.

J. N. NANDA,
General Manager

H. E. H. the Nizam's State Railway.

ANALYSIS OF WORKING.

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Part I.

Statistical Statements for the Railway.

No. 1 -- Statement of Rolling Stock
Locomotives.—

Item No.	Number and description of locomotives in serviceable order at the end of the year (vide column 24).						Number of authorised and serviceable locomotives at the end of the previous year.						Changes authorised the		
	Tender.	Tank.	Total.	Class	Tractive effort in lbs. of each locomotive.	Gross weight of engine and tender in working order of each locomotive.	Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Authorised stock condemned or sold awaiting replacement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year.	Serviceable stock at the end of the previous year (=columns 7-8-9+10).	Additions to authorised stock sanctioned.	Reductions in authorised stock sanctioned.		
	1	2	3	4	5	6	7	8	9	10	11	12	13		
1	26		26	A. 18 $\frac{6 \times 60.5}{}$	16,708	87.65	26			..	26		..		
2	.	4	4	A. T. 18 $\frac{6 \times 60.5}{}$	16,708	65.30	4	.	.	.	4		..		
3	4	.	4	X. A. 18 $\frac{6 \times 61.5}{}$	20,960	111.05	4	.	.	.	4		..		
4	15	..	15	D. 20.5 $\frac{6 \times 74}{}$	22,590	118.9	15	.	.	.	15		..		
5	7	..	7	X. B. 21.5 $\frac{6 \times 74}{}$	26,760	147.5	7	..	..	..	7		..
6	10	..	10	B. 22 $\frac{8 \times 56.5}{}$	34,076	120.95	10	..	..	..	10		..
7	18	..	18	X. D. 22.5 $\frac{8 \times 61.5}{}$	35,264	165.50	19	..	..	..	19		..
	1	.	1	a booster.	35,264 for the engine and 7,928 for the booster.	176.70									
Total.	81	4	85	..	..	..	85	..	..	..	85	..	..

Explanations.—

(a) Includes 2 engines hired out to Singareni Collieries Company, Limited.

‡ The number of spare boilers charged against the relevant final head in the capital account.

Locomotives.—

1	20	..	20	F. 14 $\frac{6 \times 42.5}{}$	8,900 for 5 engines and 11,068 for 15 engines	43.70	24	..	4	..	20	..	..
2	..	9	9	F. 14 $\frac{6 \times 42.5}{}$	11,068	35.46	9	..	..	..	9	..	..
3	..	2	2	E. 15.5 $\frac{6 \times 57}{}$	12,517	58.70	3	..	..	..	3	..	..
4	..	1	1	E. 15 $\frac{6 \times 57}{}$	11,724								
5	10	..	10	M.S. 16 $\frac{6 \times 57}{}$	15,117	62.08	15	..	..	..	15	..	..
6	5	..	5	M.S. 15.5 $\frac{6 \times 57}{}$	14,187								
7	..	..	..	M. S. 15.5 $\frac{6 \times 57}{}$	14,187	59.52	2	..	..	..	2	..	..
8	2	..	2	Y. B. 16 $\frac{6 \times 57}{}$	16,492	84.86	2	..	..	..	2	..	..
9	4	..	4	G. 16 $\frac{8 \times 48}{}$	17,682	68.25	10	..	..	..	10	..	..
10	..	..	..	G. S. 17 $\frac{8 \times 48}{}$	20,109								
11	4	..	4	G. S. 16 $\frac{8 \times 48}{}$	20,089	69.30	12	..	..	..	12	..	..
12	10	..	10	Y. D. 17 $\frac{8 \times 48}{}$	22,110	98.30	10	..	..	..	10	..	..
Total	62	12	76	..	..	..	87	..	4	..	88	..	..

Explanations.—

(b) Includes five 'F' class engines stabled in bad order.

(c) Two 'M.S.' and six 'G' class engines which were released for overseas have been removed from the

for the year ended 31st March 1942.
BROAD GAUGE.

in the sanctioned locomotives during year.		Changes in serviceable locomotives during the year.												Item No.
Authorised stock at the end of the year (=Cols. 7+12-13).		Authorised list.										Replaced list		Item No.
Authorised new stock not constructed at the end of the Year (=Columns 8+12-16) - reduction in stock not yet constructed (Column 8).		New additions (against Columns 8 and 12).		Replacements (against Columns 9 and 20).		Transfer between classes or groups.		Authorised stock condemned, sold or transferred to replaced list to be replaced.		Authorised stock condemned or sold not to be replaced.		Additions by transfer from authorised list		Item No.
14	15	16	17	18	19	20	21	22	23	24†	25	26	27	Item No.
26										(a)				1
4										26				
4										4				2
15										15				3
7										7				4
10										10				5
19										19				6
85										85				7

is 1 of each of the classes 'A', 'B' and 'D'.

METRE GAUGE.

24										(b) 20				1
9										9				2
3										3				3
15										15				4
2							(c) 2			2				5
2										2				6
10										4				7
12										12				8
10										10				9
87							8			75				
										12				

No. 2.—Statement of Rolling Stock

BROAD

METRE

for the year ended 31st March 1912.
engine propelled) and Electric motor coaches.

GAUGE.

GAUGE.

~~ANNUAL STATEMENT OF COACHING STOCK~~
Coaching Stock—

Type.	Average weight in tons of each description of vehicle.	Total seats by classes.				Number of authorised and serviceable stock at the end of the previous year.					
		First.	Second.	Intermediate.	Third.	Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Authorised stock condemned or sold awaiting replacement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year.	Serviceable stock as at the end of the previous year (=Columns 7-8-9+10).	
		1	2	3	4	5	6	7	8	9	
I. Passenger carriages.—											
(i) <i>Passenger carriages of uniform class—</i>											
1. First class carriages . . .	{ 4-wheeled .. . 6-wheeled .. . Bogie .. .	13·0	.. .	12	.. .	.. .	.. .	1	.. .	1
2. Second class carriages . . .	{ 4-wheeled .. . 6-wheeled .. . Bogie .. .	17·0	.. .	.. .	24	.. .	.. .	3	.. .	2
3. Intermediate class carriages (without brake compartment) . . .	.. .	.. .	.. .	.. .	.. .	.. .	.. .	.. .	.. .	.. .
4. Third class carriages . . .	{ 4-wheeled .. . (without brake compartment) 6-wheeled .. . Bogie .. . Ambulance .. .	11·7	.. .	.. .	.. .	.. .	519	18	.. .	12
		35·9	.. .	.. .	.. .	.. .	6,595	46	.. .	42
	TOTAL . . .	.. .	.. .	12	24	.. .	6,114	63	.. .	57
(ii) <i>Composite passenger carriages excluding those fitted with brake-van or mail accommodation—</i>											
1. Composite 1st & 2nd class (including those with 3rd class servants accommodation) . . .	{ 4-wheeled... 6-wheeled ... Bogie .. .	14·0	24	50	.. .	.. .	.. .	4	.. .	4
		42·0	152	324	.. .	.. .	20	19	.. .	16
2. Other composites . . .	{ 1st, 2nd & 3rd class Bogie .. . 3rd class with Indian refreshment compartment	40·7	45	160	.. .	.. .	566	4	.. .	4
		86·5	.. .	.. .	.. .	.. .	208	4	.. .	4
	TOTAL . . .	.. .	.. .	221	534	.. .	794	81	.. .	28
(iii) <i>Composite passenger carriages with brake-van or mail accommodation—</i>											
1. Intermediate class carriages with brake compartments or brake-vans . . .	.. .	.. .	.. .	.. .	.. .	.. .	.. .	.. .	.. .	.. .
2. Third class carriages with brake compartments or brake-vans . . .	{ 4-wheeled .. . 6-wheeled .. . Bogie .. . Ambulance .. .	.. .	.. .	.. .	.. .	.. .	575	20	.. .	19
3. Other composites— 3rd class with mail accommodation . . .	Bogie .. .	99·1	.. .	.. .	.. .	.. .	.. .	.. .	.. .	.. .
		38·8	.. .	.. .	.. .	.. .	450	6	.. .	6
	TOTAL . . .	.. .	.. .	.. .	.. .	.. .	1,026	26	.. .	25

Parthenogenesis

- (e) One 4-wheeled 2nd class carriage has been set aside as past repair pending replacement.
 (f) Eight 4-wheeled 3rd class carriages have been sanctioned to be replaced by four bogie 3rd class carriages under General Manager's sanction No. 48074 dated 7th June 1941 (Estimate No. 127 D. F. dated 3rd January 1941) and one 4-wheeled 3rd class carriage and a 4-wheeled mail van have been sanctioned to be replaced by one bogie 3rd class carriage with mail accommodation, *vide* General Manager's sanction No. 48121 dated 8th May 1941 (Estimate No. 128 D. F. dated 4th January 1941).
 (g) Four bogie 3rd class carriages have been turned out during the year of which one was built in replacement of one bogie 3rd class carriage sold to H. E. H. the Nizam's Government, *vide* General Manager's sanction No. 48080 dated 17th January 1941 (Estimate No. 123 D. F. dated 12th August 1941) and three others which were set aside as past repair in previous years have been re-bodied under General Manager's sanction No. 48806 dated 17th January 1941 (Estimate No. 122 D. F. dated 15th August 1940).
 (h) Seven bogie 1st and 2nd class composite carriages, three of which were condemned and set aside in previous years and four condemned during the year have been re-bodied and turned out as bogie tri-compartment carriages, *vide* General Manager's sanction No. 48881 dated 12th May 1940 (Estimate No. 118 D. F. dated 15th January 1940).

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BROAD GAUGE.

Changes in the sanctioned authorised stock during the year.				Changes in serviceable stock during the year.								
12	13	14	15	Authorised list.				Replaced list.				Item No.
				New additions (against columns 8 and 12).	Transfer between classes or groups.	Authorised stock condemned, sold or transferred to replaced list to be replaced.	Authorised stock condemned or sold not to be replaced.	New additions by transfer from authorised list	Replaced stock, i. e., stock referred to in column 10 condemned or sold.			
(b) 4	9	50	1									L.
4	9	58	4									(i) 1.
(d) 7	7	12	11									(i) 2.
			4									(i) 3.
7	7	31	7									(i) 4.
			20									(ii) 1.
(b) 1	7	(b) 1	1									(ii) 2.
1	27	1	1									(iii) 1.
												(iii) 2.
												(iii) 3.

(e) One bogie 3rd class carriage with brake compartment, set aside as past repair in a previous year, has been rebodied and turned out during the year *vide* General Manager's sanction No. 46386 dated 18th May 1940. [Estimate No. 114 D. F. dated 18th January 1940]. Besides, one other bogie 3rd class carriage with brake compartment, has also been rebodied under the same sanction. Sanctioned to be replaced by stock of a different description but not actually replaced due to delay in supply of underframes.

**No. 3.—Statement of Rolling Stock
Coaching Stock—**

Notes.—I. Number of vehicles lent or hired out to other lines

II. Number of vehicles on loan or hire from other lines

III. Number of military and ambulance cars at the permanent disposal of the Army Department

IV. Number of Bogie Tourist Cars included under item 1 (vii) "Reserved carriages for use of public"

H. E. H., the Nizam's State stock for private use.

for the year ended 31st March 1942.
BROAD GAUGE—concluded.

(f) One motor van has been set aside as past repair pending General Manager's sanction and one motor van damaged on a foreign railway has been scrapped.

**No. 3.—Statement of Rolling Stock
Coaching Stock—**

Description of coaching stock in serviceable order at the end of the year (vide column 2).							Number of authorised and serviceable stock at the end of the previous year.							
Type	1	2	3	Average weight in tons of each description of vehi- cle.			Total seats by classes.			7	8	9	10	11
				First.	Second.	Intermediate.	Third.							
I. Passenger carriages														
(i) <i>Passenger carriages of uniform class</i> —														
1. First class carriages { 4-wheeled ...		10'0	...	54	...	...	...	...	...	3	...	...	...	3
6-wheeled
Bogie
2. Second class carriages { 4-wheeled ...		10'7	...	...	72	...	...	...	...	8	...	...	1	1
6-wheeled
Bogie
3. Intermediate class carriages (with- out brake compartment)	
4. Third class carriages { 4-wheeled ..		9'50	...	...	...	...	...	...	653	16	...	4	6	18
6-wheeled ..		21'7	...	...	...	...	...	...	4,240	60	7	1	...	62
Bogie
Ambulance
TOTAL	54	72	...	4,890	82	7	5	5	7	7	77	
(ii) <i>Composite passenger carriages exclud- ing those fitted with brake-van or mail accommodation</i> —														
1. Composite 1st & 2nd class (including those with 3rd class ser- vants accommoda- tion) { 4-wheeled	5	...	...	...	...	5
6-wheeled ...		10'0	33	68	...	...	...	...	6	...	...	1	...	5
Bogie ...		27'0	48	80	...	...	...	...	...	...	...	...	...	...
2. Other composites.— { 4-wheeled
6-wheeled	3	...	...	...	...	3
2nd and 3rd class Bogie ...		25'0	...	36	...	123	...	9	...	...	...	...	...	9
3. 1st, 2nd and 3rd class, bogie ...		27'6	75	180	...	109	...	...	...	...	...	...	...	...
TOTAL	156	844	...	232	23	...	...	1	...	...	22	
(iii) <i>Composite passenger carriages with brake-van or mail accommodation</i> —														
1. Intermediate class carriages with brake compartments or brake-vans
2. Third class carriages with brake compari- ments or brake-vans { 4-wheeled
6-wheeled ...		22'8	...	...	...	...	...	...	290	14	...	1	...	13
Bogie
Ambulance
3. Other composites.—														
(a) 2nd class and brake, bogie ...		13'7	...	96	...	...	...	...	3	...	...	...	...	3
(b) 2nd & 3rd class and brake, bogie ...		15'0	...	32	...	8	1	...	...	...	...	...	...	1
(c) 3rd class { Bogie with mail accom- modation 6-wheeled, for H.E.H. the Nizam's mails ...		24'6	...	...	...	158	5	...	...	...	...	...	...	5
9'50	42	2	...	...	...	...	...	...	2
TOTAL	128	...	502	25	...	...	1	...	...	24	
(iv) <i>Military cars</i>
(v) <i>Dining cars</i>
(vi) <i>Saloons—Royal and State</i> { 4-wheeled	1	...	...	...	...	1
6-wheeled ...		10'5	Berths 4	...	...	...	...	...	4	...	...	...	...	4
Bogie ...		20'5	do 18	...	...	...	...	...	...	...	...	...	...	...
(vii) <i>Reserved carriages</i> { 4-wheeled	1	...	...	...	...	1
6-wheeled ...		10'0	do 4	...	...	...	...	...	1	...	...	...	...	1
Bogie ...		20'0	do 3	...	...	...	...	...	1	...	...	...	...	1
Total passenger carriages	Seats 210 & Berths 29	544	...	5,638	137	7	7	7	7	7	180	

* H. E. H. the Nizam's State stock for private use.

Explanations.—

- (a) Three 6-wheeled 1st class carriages, one 6-wheeled 2nd class carriage and four 6-wheeled 1st and 2nd class composite carriages have been sanctioned to be replaced by four bogie-tri-composite carriages *vide General Manager's sanction No. 48076 dated 7th June 1941 [Estimate No. 132 D. F. dated 6th January 1941]*.
- (b) One 6-wheeled 2nd class carriage, which was replaced in a previous year but still running on the line, has been condemned and broken up during the year *vide General Manager's sanction No. 45296 dated 25th August 1939*.
- (c) Two 6-wheeled 3rd class carriages and two 6-wheeled 3rd class carriages with mail accommodation have been sanctioned to be replaced by two bogie 3rd class carriages with mail accommodation *vide General Manager's sanction No. 40100 dated 7th June 1941 [Estimate No. 131 D. F. dated 7th January 1941]*.

for the year ended 31st March 1942.
METRE GAUGE.

(e) One bogie 1st and 2nd class composite carriage, which was set aside in a previous year has been rebodyed and turned out during the year as a tri-composite carriage vide General Manager's sanction No. 44010 dated 8th May 1941 [Estimate No. 124 D. B. dated 4th January 1941]. The body of another bogie 1st and 2nd class carriage, which has completed its useful life, has been broken up and the underframe is being utilised in the construction of a tri-composite carriage.

(f) Four bogie 3rd class carriages with brake compartment in service, have been re-bodied and turned out during the year under General Manager's sanction No. 443480 dated 8th May 1941. [Estimate No. 126 D. F. dated 3rd January 1941].

* Specified to be replaced by stock of a different description but not actually replaced due to delay in supply of underframes.

**No. 3.—Statement of Rolling Stock
Coaching Stock—**

Description of coaching stock in serviceable order at the end of the year (vide column 21).								Number of authorised and serviceable stock at the end of the previous year.				
Type.	Average weight in tons of each vehicle.	Total seats by classes.			Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Authorised stock condemned or sold awaiting replacement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year.	Serviceable stock at the end of the previous year (—columns 7-8-9+10).			
		First.	Second.	Intermediate.					1	2	3	
1	2	3	4	5	6	7	8	9	10	11	12	13
II. Other coaching vehicles.—												
(i) Luggage & brakes and brake-vans with mail accommodation (excluding those forming part of composite passenger carriages)	...	...	..	..	..	..	..	..	..	..	..	..
(ii) Brake-vans fitted with mails (newspaper, letter sorting)	..	..	..	..	..	..	..	..	..	..	..	..
(iii) Mails (newspaper, letter sorting)	..	..	..	..	..	..	..	..	..	..	..	..
(iv) Carriage and motor vans, 4-wheeled	4·50	..	..	..	..	2	..	..	..	..	..	2
(v) Motor vans	7·00	..	..	..	..	2	..	..	..	..	..	2
(vi) Horse vans 4-wheeled	7·00	..	Stalls 48	..	..	12	..	..	..	..	..	12
(vii) Parcels or luggage vans	..	..	..	..	..	8	8	..	..	..	..	..
(viii) Luggage and motor vans	..	..	..	..	..	12	12	..	..	..	..	..
(ix) Miscellaneous (excluding departmental)	Dynamo van (State), 4-wheeled † .. Composite 3rd class and kitchen (State), bogie † .. Mezkhana car (State), bogie † ..	6·50 26·5 22·0	.. .. ..	.. .. ..	.. 12 ..	1 1 1	.. .. ..	.. .. ..	.. .. ..	.. .. ..	.. .. ..
(x) Brake-vans used exclusively on passenger service	4-wheeled 6-wheeled Bogie	6·00 .. ..	.. .. ..	.. .. ..	.. .. ..	15	.. .. ..	2	.. .. ..	.. .. ..	.. .. ..
Total other coaching vehicles	..	..	Stalls 48	..	12	54	20	2	..	..	..	82
Total coaching vehicles (excluding departmental)	.. & Seats 210 Berths 29	544	..	6,645	191	27	9	7	..	..	..	162
III. Departmental (including officers' carriages).—												
(i) Saloons 4-wheeled .. 6-wheeled .. Bogie ..	.. 11·8 Berths 6 18·3 do 9	.. .. ..	.. .. ..	.. .. ..	.. .. ..	1 8 4	.. .. ..	1	.. .. ..	.. .. ..	.. .. ..
(ii) Medical coaches 4-wheeled ..	6·25	..	..	..	..	2	..	..	..	..	..	2
(iii) Workmen's train 6-wheeled ..	9·00	..	..	..	625	..	..	..	..	..	..	14
Total departmental carriages	..	Berths 15	..	..	625	10	..	1	14	..	..	28
IV. Trailer Coaches	..	..	..	..	..	..	..	..	..	..	..	..
Grand total	.. & Seats 210 Berths 44	544	..	6,270	201	27	10	21	..	..	..	186

† H. E. H. the Nizam's State stock for private use.

Notes.—I. Number of vehicles lent or hired out to other lines Nil.
 II. Number of vehicles on loan or hire from other lines Nil.
 III. Number of military and ambulance cars at the permanent disposal of the Army Department Nil.
 IV. Number of Bogie Tourist Cars included under item 1 (vii)—“Reserved carriages for use of public” Nil.

for the year ended 31st March 1942.
METRE GAUGE—concluded.

Changes in the sanctioned authorised stock during the year				Changes in serviceable stock during the year												Authorised list						Serviceable list																																					
																New additions (against Columns 4 and 12).			Replacements (against Columns 9 and 20).			Transfer between classes or groups.			Authorised stock condemned, sold or transferred to replaced list to be replaced.			Authorised stock condemned or sold not to be replaced.			Additions by transfer from authorised list.			Replaced stock, i.e. stock referred to in column 10 condemned or sold			Serviceable stock at the end of the year (= columns 11-16 + 17-19-20-21-22-23)			Stock replaced but still running on the line at the end of the year (=columns 10+22-23).																			
12	Authorisations to authorised stock sanctioned.			13	Reductions in authorised stock sanctioned.			14	Authorised stock at the end of the year (=cols. 7+12-13).			15	Authorised new stock not constructed at the end of the year (=columns 8+12-16)-reduction in stock not yet constructed (column 8).			16	New additions (against Columns 4 and 12).			17	Replacements (against Columns 9 and 20).			18	Increase.			19	Decrease.			20	Authorised stock condemned, sold or transferred to replaced list to be replaced.			21	Authorised stock condemned or sold not to be replaced.			22	Additions by transfer from authorised list.			23	Replaced stock, i.e. stock referred to in column 10 condemned or sold			24	Serviceable stock at the end of the year (= columns 11-16 + 17-19-20-21-22-23)			25	Stock replaced but still running on the line at the end of the year (=columns 10+22-23).			26	Item No.		
8	14	185	54	20	34	1	16	1	...	1	...	16	...	13	2	159	32	1	1	1	13	1	1	1	1	11	18	III	(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)	(viii)	(ix)																						
8	14	195	10	..	..	1	..	..	..	..	..	16	..	13	2	182	28	1	1	1	2	2	1	1	1	11	18	IV	(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)	(viii)	(ix)															
8	14	195	84	..	..	1	..	..	..	..	..	16	..	13	2	182	28	1	1	1	1	1	1	1	1	12	32	IV	(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)	(viii)	(ix)															

**No. 4.—Statement of Rolling Stock
Goods Stock—**

Description of goods stock in serviceable order at the end of the year (vide column 22).				Number of authorised and serviceable stock at the end of the previous year.				
Type	Average tare weight in tons of each description of vehicle.	Average carrying capacity in tons of each class of vehicle.	Total carrying capacity in tons	Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Authorised stock condemned or sold awaiting replacement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year.	Serviceable stock at the end of the previous year (columns 5-6-7+8).
1	2	3	4	5	6	7	8	9
1. Covered wagons.—								
i. 4-wheeled { 17 tons and under Over 17 and up to 24 tons	9.39	21.5	20,769	937	..	.. 2	34	969
ii. Bogie .. { Over 24 and up to 36 tons Over 36 tons	..	..	..	..	..	..	..	..
TOTAL			20,769	937	..	2	34	969
2. Open wagons, high sided.—								
i. 4-wheeled { 17 tons and under Over 17 and up to 24 tons	8.35	22.1	24,363	1,041	..	.. 1	.. 64	.. 1,104
ii. Bogie .. { Over 24 and up to 36 tons Over 36 tons	..	..	..	..	..	..	..	..
TOTAL	..	..	24,363	1,041	..	1	64	1,104
3. Open wagons, low sided.—								
i. 4-wheeled { 17 tons and under Over 17 and up to 24 tons	7.22	21.6	3,452	.. 82	..	..	.. 79	.. 161
ii. Bogie .. { Over 24 and up to 36 tons Over 36 tons	..	..	..	..	..	..	..	..
TOTAL	..	..	3,452	.. 82	..	..	.. 79	.. 161
4. Special wagons.—								
i. Live stock wagons .. { 4-wheeled Bogie ..	..	..	..	..	..	..	..	..
ii. Wagons for explosives .. { 4-wheeled.. Bogie ..	..	..	..	..	..	..	..	..
iii. Timber or rail wagons .. { 4-wheeled.. Bogie ..	5.92	16.0	150	10	..	..	..	10
iv. Petrol tank wagons .. { 4-wheeled.. Bogie ..	..	..	..	..	..	..	..	..
v. Oil tank wagons .. { 4-wheeled.. Bogie ..	..	..	..	..	..	..	..	..
vi. Miscellaneous wagons .. { 4-wheeled.. Bogie ..	..	..	..	..	..	..	..	..
vii. Other tank wagons .. { 4-wheeled.. Bogie ..	..	..	..	..	..	..	..	..
TOTAL SPECIAL WAGONS	..	..	150	10	..	..	..	10
Total goods wagons (excluding brake-vans)	..	..	48,734	2,070	..	.. 3	177	2,244
5. Brake-vans used indiscriminately on passenger, goods or mixed services.—								
4-wheeled..	11.0	..	..	43	..	.. 1	..	42
6-wheeled..	..	..	..	..	..	..	..	..
Bogie ..	..	..	..	..	..	..	..	..
TOTAL	..	..	..	43	..	.. 1	..	42

Explanations:

- (a) Four covered wagons have been sanctioned to be converted to four oil tank wagons vide General Manager's sanction No. 48140 dated 7th June 1941 (Estimate No. 460 dated 20th January 1941). A reduction in authorisation is not shown under covered wagons as it is intended to replace them at a future date.
- (b) One open high sided wagon which was replaced under General Manager's sanction No. 40817 dated 18th November 1938 (Estimate No. 81 D. F. dated 18th July 1938) but still running on the line has been condemned during the year.

**for the year ended 31st March 1942.
BROAD GAUGE.**

Changes in the sanctioned authorised stock during the year.											
Changes in serviceable stock during the year.											
Authorised list.		Replaced list.									
Additions to authorised stock sanctioned.		Reductions in authorised stock sanctioned.									
10		11		Authorised stock at the end of the year (= Columns 5+10-11).							
				Authorised new stock not constructed at the end of the year (=columns 6+10-14)—reduction in stock not yet construct ed (column 6).							
12		13		New additions (against columns 6 and 10).							
				Replacements (against columns 7 and 16)							
				Transfer between classes or groups.							
				Increase.							
				Decrease.							
				Authorised stock condemned, sold or transferred to replaced list to be replaced.							
				Authorised stock condemned or sold not to be replaced.							
				Additions by transfer from authorised list.							
				Replaced stock, i.e. stock referred to in column 6 condemned or sold.							
				Serviceable stock at the end of the year (=columns 9+14+15+16-17-18-19-21+20).							
				Authorised stock condemned or sold awaiting replacement at the end of the year (=columns 8+20-21) of column 7).							
				Stock replaced but still running on the line at the end of the year (=columns 8+20-21).							
				Item No.							
(a) 4		4									
4		14									
4		2,074									
43		43									
10		10									
4		4									
4		4									
5		5									
5		5									
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5		5									
5		5									

(c) One open low-sided wagon has been set aside as past repair.

(c) One open low sided wagon has been set aside as past repair.
(d) Five old brake-vans sanctioned to be replaced under General Manager's sanction No. 46890 dated 19th May 1941 (Estimate
xx-154 D. M. dated 24th January 1941) have been set aside as past repair.

4. Includes 12 open wagons, low sided, suitable for carrying motor cars.

No. 4.—Statement of Rolling Stock

Goods Stock—

Description of goods stock in serviceable order at the end of the year (vide column 22).				Number of authorised and serviceable stock at the end of the previous year				
Type.	Average tare weight in tons of each description of vehicle.	Average carrying capacity in tons of each description of vehicle.	Total carrying capacity in tons	Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Authorised stock con- demned or sold awaiting replacement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year	Serviceable stock at the end of the previous year (= columns 5-6-7+8).
1	2	3	4	5	6	7	8	9
6. Departmental vehicles (including travelling cranes).—								
i. Ballast wagons	4-wheeled { Steel { Hopper	7.83 8.62	17.4 23.2	401	23			23 40
	6-wheeled—Steel ..	8.54	12.2	267	21			21
	Bogie —Steel ..	12.4	12.0	120	10			10
ii. Other vehicles.—								
(1) 4-wheeled..	(a) Coal ash wagons .. (b) Plough vans .. (c) Weigh-bridge test wagons .. (d) Travelling gas holders .. (e) Travelling water tanks..	6.26 11.0 8.57 10.4 11.6	21.0 ... 18.3	378 ... 37 1 lbs. 9,900 39,180 gallons.	3 4 2 1 15	.. .. .. .. ..	.. .. .. .. ..	15 18 4 2 1
	(f) Store vans .. (g) Loco. departmental .. (h) Engineering departmental ..	7.89 7.83 6.75	18.4 20.8 21.0	111 291 21	2	.. .. ..	.. .. ..	6 14 1
(2) 6-wheeled..	(a) Store vans .. (b) Pilot trucks .. (c) Loco. departmental ..	10.2 11.5 8.10	10.0 13.0 20.0	40 39 20	4 3	.. .. ..	.. .. ..	4 3 1
iii. Travelling cranes and their dummy trucks.—								
(a) Travelling cranes { 6-wheeled { Bogie	21.7 9.70	..	..	2	..	..	..	2
(b) Dummy trucks —4-wheeled	8.38	..	..	1	..	..	..	1
				2	..	..	..	2
TOTAL DEPARTMENTAL WAGONS ..	..	..	2,614 tons	188	..	..	35	168
*7. Road vehicles.—								
Motor vans (for parcels and goods).—								
(a) Super Sentinel Steam Tractors ..	8.85	..	..	2	..	..	..	2
(b) Super Sentinel Steam Trailers ..	1.15	6.00	36	6	..	..	..	6
(c) Chevrolet Motor Lorries ..	2.00	1.50	1.50	2	..	..	..	1
(d) Chevrolet Ambulance cars ..	2.00	Berths 4	Berths 4	..	..	..	..	..
(e) Ford Motor Lorry ..	1.50	0.50	0.50	1	..	..	..	1
(f) Ford V. 8 car ..	1.50	Seats 4	Seats 4	1	..	..	..	1
(g) Chevrolet de-Luxe Tourer ..	1.50	Seats 4	Seats 4	1	..	..	..	1
(h) Norton motor cycles with side cars ..	0.30	..	..	3	..	..	..	3
TOTAL ..	..	..	.	16	..	..	1	15
Grand total ..	..	..	..	2,282	..	5	212	2,469

Notes.—I. Number of vehicles lent or hired out to other lines Nil.
II. Number of vehicles on loan or hire from other lines Nil.
III. Number of goods stock specially constructed or equipped for military purposes Nil.

* The road vehicles under item 7 include only those vehicles borne against Railway Broad Gauge capital and consequently exclude those shown in statement 1 of Part II.—Road Transport department stock, the cost of which is charged to Road Transport department capital account.

for the year ended 31st March 1942.

BROAD GAUGE—concluded.

(e) One Chevrolet Ambulance car has been purchased under General Manager's sanction No. 47427 dated 4th September 1940.

(f) One Ford Motor Lorry has been scrapped and a new one purchased against Road Transport department capital account vide General Manager's sanction No. 48993 dated 29th May 1940.

No. 5.— Statement of Rolling Stock

Goods Stock—

Description of goods stock in serviceable order at the end of the year (vide column 22).				Number of authorised and serviceable stock at the end of the previous year.				
Type.	Average tare weight in tons of each description of vehicle.	Average carrying capacity in tons of each description of vehicle.	Total carrying capacity in tons.	Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Authorised stock condemned or sold awaiting replacement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year.	Serviceable stock at the end of the previous year (=columns 5—6—7+8).
1	2	3	4	5	6	7	8	9
1. Covered wagons.—								
i. 4-wheeled { 10 tons and under ..	5·17	12·6	10,540	979	..	12	..	967
{ Over 10 and up to 15 tons ..	..	..	..	..	..	..	..	..
ii. Bogie { Over 15 and up to 20 tons ..	..	..	..	..	..	..	..	..
{ Over 20 tons ..	..	..	..	..	..	..	..	..
TOTAL ..	..	..	10,540	979	..	12	..	967
2. Open wagons, high sided.—								
i. 4-wheeled { 10 tons and under ..	9·68	11·8	378	33	..	..	..	38
{ Over 10 and up to 15 tons ..	..	..	..	..	..	..	..	..
ii. Bogie { Over 15 and up to 20 tons ..	..	..	..	..	..	..	..	..
{ Over 20 tons ..	..	..	..	..	..	..	..	..
TOTAL ..	..	..	378	33	..	..	..	38
3. Open wagons, low sided.—								
i. 4-wheeled { 10 tons and under ..	4·06	11·9	2,748	231	..	1	..	230
{ Over 10 and up to 15 tons ..	..	..	..	..	..	..	..	..
ii. Bogie { Over 15 and up to 20 tons ..	4·52	25·6	50	2	..	..	..	2
{ Over 20 tons ..	..	..	..	..	..	..	..	..
TOTAL ..	..	..	2,793	233	..	1	..	232
4. Special wagons.—								
i. Live stock wagons { 4-wheeled ..	..	..	..	..	..	..	..	..
Bogie ..	..	..	..	..	..	..	..	..
ii. Wagons for explosives { 4-wheeled ..	..	..	..	..	..	..	..	..
Bogie ..	..	..	..	..	..	..	..	..
iii. Timber or rail wagons { 4-wheeled ..	3·35	12·8	128	20	..	..	..	20
Bogie ..	..	..	..	..	..	..	..	..
iv. Petrol tank wagons { 4-wheeled ..	16·1	19·0	19	1	..	..	..	1
Bogie ..	..	..	..	..	..	..	..	..
v. Oil tank wagons { 4-wheeled ..	6·61	5·67	34	6	..	..	..	6
Bogie ..	14·2	21·1	63	3	..	..	..	3
vi. Sugar cane trucks { 4-wheeled ..	2·67	7·36	295	40	..	..	..	40
Bogie ..	..	..	..	..	..	..	..	..
vii. Miscellaneous wagons { 4-wheeled ..	..	..	..	..	..	..	..	..
Bogie ..	..	..	..	..	..	..	..	..
TOTAL SPECIAL WAGONS ..	..	..	399	70	..	..	..	70
Total goods wagons (excluding brake-vans)	..	..	14,245	1,315	..	18	..	1,302
5. Brake-vans used indiscriminately on passenger, goods or mixed services.—								
4-wheeled ..	19·7	..	..	42	..	..	3	45
Bogie ..	..	..	..	..	..	..	..	..
TOTAL ..	..	..	..	42	..	..	3	45

Explanations.—

(a) 130 covered wagons and two brake-vans and ten timber trucks which were released for overseas have been removed from the list of serviceable stock vide Board's sanction in their para 44/01 dated 28th December 1941 and para 72/01 dated 19th February 1942 respectively.

for the year ended 31st March 1942.

METRE GAUGE.

Includes 16 wagons used as temporary coaching vehicles. ¶ 8 of these have been coupled to goods brakeman-vans.
Includes 12 wagons suitable for conveyance of carriages and motor cars by passenger trains.

No 5—Statement of Rolling Stock

Goods Stock—

Description of goods stock in serviceable condition at the end of the year (see Rule 22)				Number of authorised and serviceable stock at the end of the previous year			
TYPE	1	2	3	4	5	6	7
	1	2	3	4	5	6	7
6 Departmental vehicles (not running on lines)							
i Ballast wagons	1 wheeled	Wooden	1	1	1	1	1
		Steel	270	810	310	42	42
		Boat Hopper Steel	110	211	518	26	26
ii Other vehicles							
(1) 4-wheeled	(a) Coal ash wagons	270	800	16	2	2	2
	(b) Plough vans	630			3	3	3
	(c) Winch-bridge test wagons	610	136		1	1	1
	(d) Travelling gas holders	630		11s 4,712	1	1	1
	(e) Travelling water tanks	616		11,306 gallons	12		12
	(f) Store vans	566	960	18	5		5
(2) 6-wheeled	(a) Pilot trucks	925	147	41	3		3
	(b) Travelling gas holders	635		11s 15,125	2		2
	(c) Travelling water tanks						
iii Travelling cranes and their dummy trucks							
(a) Travelling cranes	6-wheeled	227			3		3
(b) Dummy trucks	4-wheeled	405			3		3
TOTAL DEPARTMENTAL WAGONS				996 tons	103		103
Grand total					1,460	13	3
							1,460

Notes— I Number of vehicles lent or hired out to other lines

Nil

II Number of vehicles on loan or hire from other lines

Nil

III Number of goods stock specially constructed or equipped for military purposes

Nil

for the year ended 31st March 1942

METRE GAUGE—concluded

Changes in the sanctioned authorised stock during the year			Changes in serviceable stock during the year			Authorised list			Serviceable stock at the end of the year (= columns 9+14+15+16+17+18+19+21+20)			Item No.			
Additions to authorised stock sanctioned	Reactions in authorised stock sanctioned	Authorised stock at the end of the year (= columns 5+10+11)	New additions (beginning column 6 until 10)	Transfers between classes of stock	Authorised stock determined or deducted or replaced by transfer	Authorised stock sold or transferred to replace items held	Authorised stock determined or deducted or replaced by transfer	Authorised stock referred to in column 9	Authorised stock referred to in column 9	Authorised stock referred to in column 9	Stock replaced but still running on the line at the end of the year (= columns 5+20+21)	Stock replaced but still running on the line at the end of the year (= columns 5+20+21)	6	1	
10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	1
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
42	26	2	3	1	1	12	5	3	2	42	26	2	n (1) (a)	n (1) (b)	n (1) (c)
26	2	3	1	1	1	12	5	3	1	2	3	1	n (1) (d)	n (1) (e)	n (1) (f)
2	3	1	1	1	1	5	3	1	1	12	5	3	n (2) (a)	n (2) (b)	n (2) (c)
3	1	1	1	1	1	3	2	3	2	5	3	3	..	..	..
1	1	1	1	1	1	3	2	3	2	3	2	3	..	..	..
12	5	3	2	3	2	3	2	3	2	3	2	3	..	..	..
5	3	2	3	2	3	2	3	2	3	2	3	2	..	..	..
3	2	3	2	3	2	3	2	3	2	3	2	3	..	..	..
2	3	1	1	1	1	1	1	1	1	1	1	1	..	..	..
103	103	103	..	142	..	..	..	..	..	103	103	103	..	..	..
1,460	1,460	1,460	..	1,420	..	..	..	..	..	1,308	155	3	..	..	..

No. 6.—Statement of Rolling Stock for the year ended 31st March 1942.—

Coaching Stock—2'—6" and 2'—0" gauges Nil.

No. 7.—Statement of Rolling Stock for the year ended 31st March 1942.—

Goods Stock—2'—6" and 2'—0" gauges... ... Nil.

No. 8.—Mileage

Name of Railway.	Gauge.	Date of first opening for traffic.	Route Mileage open on 31st March 1942.				Track Mileage open on 31st March 1942.			
			Single line.	Double line.	Treble line, etc.	Total.	Running track.	Transpor-tation sidings.	Com-mercial sidings.	Total.
			1	2	3	4	5	6	7	8
Wadi to British frontier section	5'-6"	9-10-1874	380.18	.	.	380.18	330.18	69.87	10.28	410.33
Benzwada Extension Railway	do	10-2-1889	21.47	..	.	21.47	21.47	1.53	..	28.00
Kazipet Ballurshah	do	1-2-1924	115.60	..	..	115.60	145.69	5.08	3.73	154.50
Karepalli Kothagudium Railway	do	21-3-1927	24.52	..	.	24.52	24.52	3.83	2.09	30.44
Vikarabad Bidar do	do	14-1-1930	56.57	.	.	56.57	56.57	3.27	..	59.84
Vikarabad Bidar Extension Railway	do	1-7-1932	109.68	.	.	109.68	109.68	9.12	..	118.80
Hyderabad Godavary Valley Line	3'-3 $\frac{1}{2}$ "	21-10-1899	377.11	8.51	.	385.63	394.19	60.55	2.22	456.96
Hingoli Branch	do	15-5-1912	30.31	.	.	50.31	50.31	0.88	..	51.19
Parbhani Puri Railway	do	16-10-1929	39.44	.	.	39.44	39.44	2.12	..	41.56
Secunderabad to British frontier section of S. D. Railway	do	1-2-1916	138.80	9.28	.	148.08	157.86	15.97	0.05	173.88
Dronachellam-Karnool Railway	do	1-1-1909	30.28	..	.	30.28	36.28	3.41	..	39.69
Jankampet Bodhan Railway	do	1-11-1938	12.01	.	.	12.04	12.04	1.76	1.40	15.20
Mudkhed Adilabad Railway	do	..	..	..	.	..	..	..	..	..

Alterations in Sidings.

I. Dismantlements.—

Wadi-British frontier section.—

1. Dismantling loop line at Safdurnagar ... 2340 ft. or 0.44 mile
 2. Do sidings at Nagalapalle ... 1768 ft. or 0.38 "
 3. Do do Dhaurur ... 504 ft. or 0.10 "
 4. Do do Malker Road ... 2100 ft. or 0.46 "
 5. Do do Nekonda ... 1830 ft. or 0.35 "
 6. Do do Gundrati Margoo ... 279 ft. or 0.07 "
 7. Do do Mahbubnabad ... 1215 ft. or 0.23 "
 8. Do do Kasamudram ... 516.5 ft. or 0.06 "
 9. Do north yard, Singareni Collieries ... 3711 ft. or 0.70 "
 10. Do strut pit sidings Singareni Collieries ... 4285 ft. or 0.81 "
 11. Do catch sidings, Singareni Collieries ... 260 ft. or 0.04 "
- Vikarabad-Bidar Extension Railway.—*
Dismantling goods sidings at Chakur ... 1128 ft. or 0.21 "
- Hyderabad Godavary Valley Line.—*
Dismantling loop line at Mughat ... 3068 ft. or 0.58 "
- Secunderabad-British frontier section of S. D. Railway.—*
Dismantling outlying sidings at Gullapalli ... 160 ft. or 0.03 "

Wadi-British frontier section.—

1. Additional platform and sidings, goods yard, Secunderabad ... (276 ft.) 0.05 mile
2. Additional yard facilities, Kazipet ... (12000 ft.) 2.27 miles
3. Do Military sidings, Trimulgherry. (16710 ft.) 3.17
4. Sidings to the Ordnance Depot do ... (4200 ft.) 0.40 mile
5. Remodelling the yard, Hyderabad B. G. ... (4122 ft.) 0.78
6. Factory sidings at Patchenagar ... (9000 ft.) 1.70 miles

Karepalli Kothagudium Railway.—

Additional coal siding, Kothagudium Collieries. (1650 ft.) 0.31 mile

Vikarabad-Bidar Extension Railway.—

Goods siding at Latur Road ... (1491 ft.) 0.28 "

Hyderabad Godavary Valley line.—

Additional sidings, Nizamabad ... (8978 ft.) 0.75 "

SUMMARY OF THE MILEAGE

Classification.	Route mileage open on 31st March 1942.		
	Single line.	Double, treble, etc., lines as the case may be.	Total.
		2	3
1	2	3	4
1. Total State-owned Railways—			
5'-6" gauge	..	..	21.47
3'-3 $\frac{1}{2}$ " gauge	..	..	36.28
2'-6" and 2'-0" gauges	..	..	..
	Total	57.75	57.75
2. Total Other Railways (Indian State lines)—			
5'-6" gauge	..	..	666.64
3'-3 $\frac{1}{2}$ " gauge	..	..	617.70
2'-6" and 2'-0" gauges	..	..	17.82
	Total	1,284.14	17.82
3. Total by gauges—			
5'-6" gauge	..	..	688.11
3'-3 $\frac{1}{2}$ " gauge	..	..	658.98
2'-6" and 2'-0" gauges	..	..	17.82
	Total	1,302.16	17.82

Statement.

Mileage opened during the year 1941-42.						Route Mileage authorised but not open for traffic on 31st March 1942.						Mileage worked on Foreign Railways		
Section.	Miles.	Whether the mileage opened is single, double or treble, etc., or siding.	Traffic for which opened.	Working Agency.	Constructing Agency.	Sanctioned but not commenced.		Under construction.		Classification.	Section.	Mileage.		
						Section.	Miles.	Section.	Miles.					
12	13	14	15	16	17	18	19	20	21	22	23	24	25	
...	8.77	Siding.	...	N. S. R.	N. S. R.	..	..	..	..	..	Indian state line.	..	..
..	..	..	..	..	..	..	..	..	..	..	State line.	..	..
..	..	..	..	..	..	..	..	..	..	..	Indian state line.	..	..
..	0.31	Siding.	..	N. S. R.	N. S. R.	Bhadrachellam Road to Rumaram.*	1.99	..	..	..	do	..	..
..	0.28	Siding.	..	N. S. R.	N. S. R.	..	..	..	..	..	do	..	..
..	0.75	do	..	do	do	..	..	..	..	..	do	..	..
..	..	..	..	..	..	..	..	..	..	..	do	..	..
..	..	..	..	..	..	..	..	..	..	..	do	..	..
..	..	..	..	..	..	..	..	..	..	..	do	..	..
..	..	..	..	..	..	..	..	..	..	..	State line.	..	..
..	..	..	..	..	..	..	..	..	..	..	Indian state line.	..	..
..	..	..	..	..	..	..	..	..	..	..	do	..	..
								Mudkhed to Adilabad.	100.69	88%	do	..	..

* Construction held in abeyance.

ON 31st MARCH 1942.

Track mileage open on 31st March 1942.			Route mileage opened during the year 1941-42.	Route mileage authorised but not open for traffic on 31st March 1942.	
Running track.	Sidings.	Total.		Sanctioned but not commenced.	Under construction.
5	6	7	8	9	10
21.47	1.53	23.00	..	..	..
36.28	3.41	39.69	..	..	..
..
57.75	4.94	62.69	..	..	..
666.64	107.27	773.91	..	1.99	..
653.34	84.95	738.29	..	..	100.69
..
1,319.98	192.22	1,512.20	..	1.99	100.69
688.11	108.80	796.91	..	1.99	..
689.62	88.98	777.98	..	..	100.69
..

Item.	Heading.	1941-42.		1940-41.	
		Gauge.		Gauge.	
		5'-6"	3'-3½"	5'-6"	3'-3½"
1	2	3	4	5	6
No. 9.—Statement of Description of Railway worked.					
9.01	Mean mileage worked ... Miles.	688.11	671.80	688.11	671.80
9.02	Number of stations .. No.	† 94	† 112	* 94	* 112
9.02 (a)	Number of block huts, branch booking offices and out-agencies .. "	‡ 6	‡ 7	6	7
9.02 (b)	Number of train halts .. "	5	2	5	2
9.03	Total length of the following gradients —				
	(a) 1/50 and less .. Miles.	.	...	..	...
	(b) 1/51 to 1/80 .. "	...	...	...	...
	(c) 1/81 to 1/100 .. "	153.65	11.48	153.69	11.48
	(d) 1/101 to 1/200 .. "	220.46	852.74	220.85	352.74
	(e) 1/201 to 1/300 .. "	30.70	175.00	30.70	175.00
	(f) Total [(a) to (e)] .. "	404.81	539.22	405.24	539.22
9.04	Steepest gradient worked.—				
	(a) Length .. "	2.518	0.78	2.518	0.78
	(b) Inclination ..	1 in 100	1 in 100	1 in 100	1 in 100
9.05	Maximum degree of curvature and radius.—				
	(a) Degree of curvature ..	4°40' on main line & 5°73' on mineral branch.	5°00'	4°40' on main line & 5°73' on mineral branch.	5°00'
	(b) Radius in feet ..	1,300 on main line & 1,000 on mineral branch.	1,146	1,300 on main line & 1,000 on mineral branch.	1,146
9.06	Ratio of curve to total length of line (expressed as a percentage) ...	18.88	10.76	18.88	10.76
9.07	Average amount of curvature per mile... Degrees.	20°-13'	8°-55'	20°-13'	8°-55'

* Revised figure.

† Excludes.—	5'-6" Gauge.	3'-3½" Gauge.	‡ Includes.—	5'-6" Gauge.	3'-3½" Gauge.
Joint stations owned by other Railways	3	2	Out agencies ..	..	5
Secunderabad joint station ..	..	1	Hyderabad City joint booking office	1	..
Purli-Vajnath joint station ..	..	1	Excludes.—		
Includes.—			Bezwada Town joint booking office } owned by the M & S.M. Railway }	1	..
Stores depots ...	..	2			

Item.	Heading.	Amount or Number.					
		1941-42.		1940-41.		Broad Gauge	Metre Gauge
		Broad Gauge	Metre Gauge	Broad Gauge	Metre Gauge		
1	2	3	4	5	6		
No. 12. - Statement of Passenger Revenue Statistics.							
Passengers originating on home line whether local or foreign (in hundreds) —							
12.01	1st class	6.3	3.6	4.0	2.9		
12.02	2nd class	26.8	34.4	22.0	27.4		
12.03	Inter class	5.0	Nil.	2.8	Nil.		
12.04	3rd class	3,200.0	5,361.1	3,116.5	5,365.7		
12.05	Total (Items 12.01 to 12.04)	3,238.1	5,399.1	3,145.3	5,396.0		
12.06	Other traffic—all classes	357.8	454.7	297.9	184.9		
12.07	Total (Items 12.05 and 12.06)	3,595.9	5,853.8	3,443.2	5,580.9		
No. of passengers carried (in hundreds) —							
12.08	1st class	18.5	4.9	7.7	3.6		
12.09	2nd class	45.8	44.5	38.8	30.9		
12.10	Inter class	10.3	Nil.	5.8	Nil.		
12.11	3rd class	3,526.3	5,804.4	3,895.9	5,196.4		
12.12	Total (Items 12.08 to 12.11)	3,595.9	5,853.8	3,443.2	5,580.9		
Passenger miles (in thousands) —							
12.13	1st class	2,477	784	1,109	517		
12.14	2nd class	7,836	3,955	4,918	2,872		
12.15	Inter class	1,396	Nil.	865	Nil.		
12.16	3rd class	197,938	211,742	174,471	197,748		
12.17	Total (Items 12.13 to 12.16)	209,147	216,481	181,363	201,187		
Average number of miles a passenger was carried —							
12.18	1st class	182.7	160.5	144.4	142.3		
12.19	2nd class	160.3	86.8	145.3	93.1		
12.20	Inter class	185.4	Nil.	148.5	Nil.		
12.21	3rd class	56.1	36.5	51.4	36.0		
12.22	Total	58.2	37.0	52.7	36.4		
Earnings from passengers carried (in thousands) —							
12.23	1st class	1.89	57	1,14	42		
12.24	2nd class	8.48	1,56	2,45	1,22		
12.25	Inter class	54	Nil.	31	Nil.		
12.26	3rd class	86.09	88.27	31.62	30.95		
12.27	Total (Items 12.23 to 12.26)	42.00	85.40	35.52	32.59		
Average rate (in pies) charged per passenger per mile —							
12.28	1st class	14.7	13.9	19.7	15.7		
12.29	2nd class	9.11	7.56	9.55	8.18		
12.30	Inter class	7.38	Nil.	6.93	Nil.		
12.31	3rd class	8.50	3.02	3.48	3.00		
12.32	Total	8.86	3.14	3.76	3.11		

Note.—1. Items 12.08 to 12.17 and 12.23 to 12.27 of metre gauge include the following figures of suburban traffic.—

Suburban Service—Metre Gauge.

		No. of passengers (in hundreds).		Passenger miles (in thousands).		Earnings from passengers (in thousands).	
		1941-42.	1940-41.	1941-42.	1940-41.	1941-42.	1940-41.
	2nd class	11.4	6.0	46	24	1	1
	3rd class	1,614.6	1,366.6	8,602	8,194	1,22	1,12
	Total	1,826.0	1,361.6	8,648	8,218	1,23	1,13

Item.	Heading	Amount or Number			
		1941-42.		1940-41.	
		Broad Gauge	Metre Gauge	Broad Gauge	Metre Gauge
1	2	3	4	5	6
No. 12.—Statement of Passenger Revenue Statistics—continued.					
12·33	Total parcel earnings (in thousands) . . .	12,91	3,32	9,34	3,01
12·34	Other miscellaneous coaching earnings (in thousands) . . .	9,93	1,76	5,13	1,54
12·35	Total other coaching earnings (Items 12·33 + 12·34) . . .	22,87	5,08	14,48	4,55
12·36	Total coaching earnings (in thousands) .. .	64,87	40,48	50,00	37,14

Item.	Heading.	Number carried.	Earnings.	Number carried.	Earnings.
1	2	3	4	5	6
Number of and earnings from passengers carried on the system—					
Full fares—					
12·37	1st class	6,551	1,09,472	5,691	93,291
12·38	2nd class	48,995	2,88,307	39,913	2,47,824
12·39	Inter class	8,166	39,601	4,548	23,630
12·40	3rd class	8,523,305	62,17,573	8,232,252	58,61,027
12·41	Total (Items 12·37 to 12·40)	8,587,017	66,34,958	8,282,404	62,25,772
Season and zone tickets—					
12·42	1st class	Nil.	Nil.	Nil.	Nil.
12·43	2nd class	7,600	272	4,550	188
12·44	Inter class	Nil.	Nil.	Nil.	Nil.
12·45	3rd class	486,825	15,898	395,875	12,847
12·46	Total (Items 12·42 to 12·45)	494,425	15,670	400,425	12,985
Other traffic carried at less than full fares—					
12·47	1st class	11,414	1,36,644	5,308	62,572
12·48	2nd class	31,520	2,15,167	19,083	1,19,002
12·49	Inter class	2,134	14,099	1,289	7,578
12·50	3rd class	262,934	7,02,729	190,421	3,82,878
12·51	Total (Items 12·47 to 12·50)	308,002	10,68,639	216,101	5,72,020
Total traffic—					
12·52	1st class	17,965	2,46,116	10,999	1,55,863
12·53	2nd class	88,115	5,08,746	63,546	8,66,964
12·54	Inter class	10,800	58,700	5,887	31,208
12·55	3rd class	9,278,064	69,85,700	8,818,548	62,56,747
12·56	Total (Items 12·52 to 12·55)	9,389,444	77,89,262	8,898,980	68,10,777

No. 12.—Statement of Passenger Revenue Statistics—concluded.

Number of and earnings from passengers carried on the system by zones, excluding military passengers and passengers holding season tickets and excess fares.

Item.	Zones		1—50 miles.				51—150 miles.				151—300 miles.				Over 300 miles				Total.			
	Class	Year.	Number.	Percentage of total	Amount.	Percentage of total	Number.	Percentage of total	Amount.	Percentage of total	Number.	Percentage of total	Amount.	Percentage of total	Number.	Percentage of total	Amount.	Percentage of total	Amount.	Percentage of total		
12'57	1st	1941-42.	3,169	13.61	Rs 5,720	2.67	5,799	30.46	56,304	25.76	6,810	12.92	12,635	58.11	1,136	7.12	26,842	14.44	16,937	100.00	2,14,413	100.00
		1940-41.	1,838	17.50	4,980	8.44	3,826	84.92	37,060	45.82	5,116	30.18	58,484	68.10	516	7.01	17,711	19.74	10,211	100.00	1,21,206	100.00
12'58	2nd	1941-42.	22,528	35.21	24,514	6.51	22,585	36.30	1,24,836	33.30	18,930	24.02	1,80,437	49.11	2,923	4.57	15,008	12.02	63,976	100.00	1,74,855	100.00
		1940-41.	17,155	32.76	19,668	6.29	19,809	36.80	1,07,167	34.30	21,428	45.63	1,19,059	47.70	2,530	4.81	26,575	11.71	52,965	100.00	3,18,189	100.00
12'59	Inter.	1941-42.	8,080	10.21	2,336	5.81	1,097	18.51	5,773	14.35	3,679	10.11	31,203	77.51	103	1.12	924	2.40	9,168	100.00	40,236	100.00
		1940-41.	1,441	28.02	1,098	4.16	1,413	86.54	1,879	18.47	2,123	45.11	90,416	77.37	—	—	—	—	5,379	100.00	26,357	100.00
12'60	3rd	1941-42.	6,830,301	78.93	24,07,090	80.95	1,325,016	15.31	21,75,450	33.38	434,348	5.00	16,07,000	24.05	65,118	0.76	3,00,404	5.62	8,053,143	100.00	63,16,571	100.00
		1940-41.	6,899,619	78.92	22,00,687	36.11	1,100,859	15.51	91,18,890	34.79	406,163	4.82	14,48,907	23.70	61,668	0.74	2,91,656	6.28	8,091,203	100.00	60,90,810	100.00
12'61	(12'57 to 12'60)	1941-42.	6,868,687	78.45	21,40,200	31.15	1,365,191	15.50	26,61,383	33.01	456,803	5.25	19,03,275	26.83	69,609	0.80	4,41,318	6.19	8,713,323	100.00	71,40,150	100.00
		1940-41.	6,049,000	78.63	22,86,367	34.40	1,325,112	15.66	22,07,080	36.04	426,199	5.01	17,01,956	26.80	61,900	0.77	2,76,972	3.20	8,469,141	100.00	64,78,986	100.00

Note.—The figures under 1—50 miles zone include the following Suburban traffic —

	2nd class,		3rd class,		Total.	
	No.	Rs.	No.	Rs.	No.	Rs.
1941-42	3,841	984	1,045,306	1,07,813
1940-41			1,757	411	961,105	1,01,900

Item.	Heading.	Amount or Number.			
		1941-42.		1940-41.	
		Broad Gauge.	Metre Gauge.	Broad Gauge.	Metre Gauge.
1	2	3	4	5	6
No. 13.—Statement of Goods Revenue Statistics.					
Tons originating on home line (whether local or foreign) (in thousands)—					
13·01	Coal for the public ..	649	0·19	577	0·18
13·02	Coal for foreign railways and home line construction ..	494	Nil.	427	Nil
13·03	Coal for home line ..	267	1	226	0·14
13·04	Grain and oil seeds ..	208	217	195	190
13·05	Other commodities (<i>including other revenue stores</i>)	520	454	469	391
13·06	Total (Items 13·01 to 13·05) ..	2,138	672	1,894	581
13·07	Other traffic ..	668	383	527	290
13·08	Total (Items 13·06+13·07)	2,806	1,055	2,421	871
No. of tons carried (in thousands)—					
13·09	Coal for the public ..	670	95	588	71
13·10	Coal for foreign railways and home line construction ..	514	56	427	Nil.
13·11	Coal for home line ..	267	39	226	35
13·12	Grain and oil seeds ..	477	281	428	252
13·13	Other commodities (<i>including other revenue stores</i>)	878	584	752	513
13·14	Total (Items 13·09 to 13·13) ..	2,806	1,055	2,421	871
13·15	Actual number of tons carried on the <i>System</i> (in thousands)	3,476		3,011	
13·16	No. of tons terminating (in thousands) ..	926	493	835	422
13·17	No. of tons of cross traffic do ..	452	158	323	80
Net ton miles (in thousands)—					
13·18	Coal for the public ..	121,348	18,319	101,497	13,228
13·19	Coal for foreign railways and home line construction ..	70,784	10,814	55,182	Nil.
13·20	Coal for home line ..	24,308	7,036	21,180	6,375
13·21	Grain and oil seeds ..	98,599	41,428	82,895	36,850
13·22	Other commodities (<i>including other revenue stores</i>)	130,399	52,282	103,059	46,620
13·23	Total (Items 13·18 to 13·22) ..	445,588	129,329	363,313	103,073
Average miles a ton of goods was carried—					
13·24	Coal for the public ..	181·2	192·8	172·7	185·4
13·25	Coal for foreign railways and home line construction ..	137·7	185·0	129·2	Nil.
13·26	Coal for home line ..	91·9	179·2	93·8	185·5
13·27	Grain and oil seeds ..	206·7	147·1	192·3	146·1
13·28	Other commodities (<i>including other revenue stores</i>)	148·4	89·5	137·1	90·9
13·29	Total coal <i>excluding</i> coal for home line ..	162·8	189·9	154·4	185·4
13·30	Total goods <i>including</i> coal ..	158·8	122·5	150·1	118·3
Earnings from goods carried (in thousands)—					
13·31	Coal for the public ..	26·82	3·31	22·92	2·73
13·32	Coal for foreign railways and home line construction ..	13·70	1·64	11·42	Nil.
13·33	Coal for home line ..	3·18	92	2·67	84
13·34	Grain and oil seeds ..	81·86	19·68	27·80	16·88
13·35	Other commodities (<i>including other revenue stores</i>)	68·15	37·55	58·77	35·71
13·36	Total (Items 13·31 to 13·35) ..	1,48·66	68·10	1,28·58	56·16

Item.	Heading.	Amount or Number.					
		1941-42.		1940-41.		Broad Gauge	Metre Gauge
		Broad Gauge	Metre Gauge	Broad Gauge	Metre Gauge		
1	2	3	4	5	6		
No. 13.—Statement of Goods Revenue Statistics.—concluded.							
Average rate (in pies) charged for carrying a ton of goods one mile—							
13·37	Coal for the public	4·24	3·47	4·34	3·96		
13·38	Coal for foreign railways and home line construction	3·72	3·05	3·97	Nil.		
13·39	Coal for home line	2·45	2·52	2·42	2·52		
13·40	Grain and oil seeds	6·20	9·12	6·48	8·80		
13·41	Other commodities (<i>including other revenue stores</i>)	10·0	13·8	10·9	14·7		
13·42	Total coal <i>excluding</i> coal for home line	4·05	3·32	4·21	3·96		
13·43	Total goods <i>including</i> coal	6·19	9·37	6·53	10·5		
13·44	Total other goods earnings (in thousands)	1,38	1,46	1,04	1,07		
13·45	Total goods earnings (in thousands)—	1,45,04	64,56	1,24,62	57,23		
13·46	Total electric telegraph earnings (in thousands)	..	26	14	30	15	
13·47	Total Sundry earnings (in thousands)	..	3,24	2,20	2,77	1,88	
13·48	Total gross earnings (in thousands)	..	2,13,15	1,07,24	1,77,89	96,25	
Steam boat earnings							
		Nil.	Nil.	Nil.	Nil.		
No. 14.—Statement of Revenue Earnings and Expenses Rated Against Selected Units.							
N.B.—In the working expenses for purposes of statements 14 and 15 the figures of expenditure for H. E. H. the Nizam's Government lines include the actual contribution to Depreciation Fund while those for the B. E. and O. K. Railways include figures of contribution to Depreciation Fund calculated at 1/60 of the capital at charge at the end of the year previous to that to which the figures relate.							
FINANCIAL RESULTS.							
14·01	Percentage of net earnings (<i>including Steam-boat traffic</i>) on capital outlay on lines open and partly open, i.e., on the revenue earning mileage*	... Per cent	† 11·3		‡ 9·81		
OUTLAY, EARNINGS AND EXPENSES.							
(Exclusive of Steam-boat earnings and expenditure on the maintenance and working of ferry steamers and harbours as well as capital outlay on ferry service).							
14·03	Capital outlay per route mile *	Rs.	† 1,16,286·9		‡ 1,14,476·2		

* Items 14·01 and 14·03.—

‡ For broad and metre gauges combined.

	Total capital outlay.	Percentage of net earnings on capital outlay.				Capital outlay per route mile.			
		1941-42.	1940-41.	1941-42.	1940-41.	1941-42.	1940-41.	1941-42.	1940-41.
H. E. H. the Nizam's State Ry.	Rs. 18,38,90,633	Rs. 15,09,37,545	Rs. 11·7	Rs. 9·14	Rs. 1,17,797·1	Rs. 88,855·5	Rs. 1,16,286·9	Rs. 89,316·4	Rs. 1,14,476·2
B. E. Railway	... 18,09,406	15,79,07,800	18,00,032	15,55,37,605	36·2 11·3	29·6 9·81			
B. K. Railway	... 27,97,757	27,98,428	6·44	4·07	77,115·7	76,990·4			

Note.—The route mileage adopted for item 14·03 excludes 1·22 miles of the B. E. Railway maintained by the M. & S. M. Railway.

Item.	Heading.	Amount or Percentage.			
		1911-42.		1910-41.	
		Broad Gauge.	Metre Gauge.	Broad Gauge.	Metre Gauge.
1	2	3	4	5	6
No. 14.—Statement of Revenue Earnings and Expenses Rated Against Selected Units—concluded					
14·04	Gross earnings (in thousands of rupees)	Rs.	2,13,15	1,07,24	1,77,39
14·05	Gross earnings per mean mile worked	Rs.	30,976·4	15,963·2	25,779·0
14·06	Gross earnings per mean mile worked per week	Rs.	594·0	306·1	494·4
14·07	Gross earnings per train-mile §	Rs.	10·0	5·78	8·90
14·08	Total working expenses (in thousands of rupees)	Rs.	83,94	58,60	71,24
14·09	Working expenses per mean mile worked per week	Rs.	233·9	167·3	206·9
14·10	Working expenses per train-mile §	Rs.	3·94	3·13	3·72
14·11	Net earnings (in thousands of rupees)	Rs.	1,29,21	48,64	1,03,15
14·12	Net earnings per mean mile worked	Rs.	18,778·0	7,240·8	14,990·7
14·13	Net earnings per train-mile §	Rs.	6·06	2·60	5·18
14·14	Cost per 1,000 gross ton-miles (<i>including weight of engines</i>) *	Rs.	5·30	9·87	5·41
14·15	Percentage of total working expenses on total earnings	Per cent.	39·88	54·64	41·85
14·16	Percentage of total working expenses on total earnings, <i>excluding</i> from both sides of the account the expenses and earnings respectively, due to the carriage of revenue stores	Per cent.	38·22	53·96	41·75
<i>(Inclusive of Steam-boat earnings and expenditure on the maintenance and working of ferry steamers and harbours).</i>					
14·17	Percentage of total working expenses on total earnings	Per cent.	39·88	54·64	41·85
No. 15.—Results of Working.					
(Vide note for Statement No. 14.)					
DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.					
15·01	Total working expenses for both coaching and goods traffic, <i>excluding</i> expenditure on the Maintenance and Working of Ferry Steamers and Harbours and after deducting telegraph and sundry earnings	Rs.	80,69,062	56,39,941	71,46,745
Proportions, dividing expenditure in ratio of gross ton mileage—					
15·02	Coaching	Rs.	24,20,361	24,54,998	22,32,074
15·03	Goods	Rs.	56,48,701	31,84,943	49,14,671

* The cost adopted for this item is that shown against item 15·01.

§ The figures of train miles adopted for these items include rail car (steam propelled and internal combustion engine propelled) miles converted to train miles at the rate of 8 rail car miles per train mile.

Item.	Heading.	Amount or Percentage.			
		1941-42.		1940-41.	
		Broad Gauge.	Metre Gauge.	Broad Gauge.	Metre Gauge.
1	2	3	4	5	6
No. 15.—Results of Working—concluded.					
COACHING TRAFFIC.					
15·04	Coaching earnings per train-mile \$	Rs.	6·69	3·32	5·21
15·05	Cost of hauling a passenger train one mile \$	Rs.	2·50	2·02	2·33
15·06	Profit on working a passenger train one mile \$	Rs.	4·19	1·30	2·88
15·07	Earnings per coaching vehicle per mile	Pies.	70·3	52·0	60·5
15·08	Cost of hauling a passenger vehicle one mile..	Pies.	26·2	31·5	27·0
15·09	Profit on working a passenger vehicle one mile	Pies.	44·1	20·5	33·5
GOODS TRAFFIC.					
15·10	Goods earnings per train-mile	... Rs.	12·5	9·68	12·1
15·11	Cost of hauling a goods train one mile	... Rs.	4·87	4·87	4·76
15·12	Profit on working a goods train one mile ..	Rs.	7·63	5·01	7·34
15·13	Earnings per goods vehicle per mile (<i>excluding brakes</i>) ..	Pies.	60·0	52·8	57·7
15·14	Cost of hauling a goods vehicle one mile ...	Pies.	28·4	28·0	22·8
15·15	Profit on working a goods vehicle one mile ..	Pies.	36·6	26·8	34·9
15·16	Cost of hauling a goods unit (<i>viz.</i> , one ton) one mile ...	Pies.	2·48	4·78	2·60
15·17	Cost of hauling a goods unit one mile (<i>including interest on capital expended on open lines at the rate of 4 per cent per annum for 1941-42, Rs. 41,90,726</i>)	Pies.	‡ 4·44		‡ 4·98
15·18	Profit on working a goods unit (<i>viz.</i> , one ton) one mile ...	Pies.	3·76	4·64	3·93
No. 16.—Statement of Ton Mileage (in thousands).					
16·01	Net or freight ton miles [goods and proportion of mixed] excluding traffic carried in departmental trains ..		443,835	126,480	361,106
	Gross ton miles (<i>excluding weight of engine and departmental</i>)—				100,694
16·02	Passenger and proportion of mixed ...		339,651	184,792	311,845
16·03	Goods and proportion of mixed ...		882,877	258,527	751,758
	Gross ton miles (<i>including weight of engine but excluding departmental</i>)—				211,800
16·04	Passenger and proportion of mixed ...		455,749	247,892	412,137
16·05	Goods and proportion of mixed ...		1,042,383	308,241	886,991
	Gross ton miles (<i>including weight of engine and departmental</i>)—				248,885
16·06	Passenger and proportion of mixed ...		456,290	248,652	412,786
16·07	Goods and proportion of mixed ...		1,064,901	322,583	908,888
					265,562

‡ For broad and metre gauges combined.

\$ The figures of train miles adopted for these items include rail car (steam propelled and internal combustion engine propelled) miles converted to train miles at the rate of 8 rail car miles per train mile.

Item	Heading	Amount or Number in thousands.			
		1911-42.		1940-41.	
		Broad Gauge	Metre Gauge	Broad Gauge	Metre Gauge
1	2	3	4	5	6
No. 17.—Statement of Train and Engine Mileage.					
<i>Train miles—</i>					
17·01	Passenger §	727	1,172	739	1,190
17·02	Goods—				
	(a) Main line .	846	520	728	423
	(b) Branch line .	35	12	16	16
	(c) Total ..	881	532	744	439
17·03	Mixed—				
	(a) Passenger proportion .	190	38	158	29
	(b) Goods proportion .	198	49	209	88
	(c) Total ..	388	87	367	67
17·04	Passenger and proportion of mixed § .	917	1,210	897	1,219
17·05	Goods and proportion of mixed .	1,079	581	953	477
17·06	Total (Items 17·04 + 17·05) ..	1,996	1,791	1,850	1,696
17·07	Departmental—				
	(a) Passenger and total mixed .	1	4	2	8
	(b) Goods .	83	72	80	61
	(c) Total [Items 17·07 (a) + 17·07 (b)] ..	84	76	82	64
17·08	<i>Shunting miles—</i>				
	Passenger and proportion of mixed—				
	(a) Shunting engines † ..	71	39	64	80
	(b) Train engines .	8	11	9	9
	(c) Total † ..	79	50	73	89
	Goods and proportion of mixed—				
	(d) Shunting engines ‡‡ ..	268	138	242	122
	(e) Train engines .	36	22	26	20
	(f) Total ‡‡ ..	304	160	268	142
17·09	<i>Other engine miles—</i>				
	Passenger and proportion of mixed—				
	(a) Assisting required ..	8	Nil.	5	Nil.
	(b) Assisting not required ..	5	1	2	1
	(c) Light ...	56	29	34	32
	(d) Total 'Other' [Items 17·09 (a) to 17·09 (c)] ..	69	30	41	33

Item.	Heading.	Amount or Number in thousands.			
		1941-42		1940-41.	
		Broad Gauge	Metre Gauge	Broad Gauge	Metre Gauge
1	2	3	4	5	6
	No. 17.—Statement of Train and Engine Mileage.—concluded.				
	Goods and proportion of mixed—				
	(e) Assisting required	28	Nil.	9	Nil
	(f) Assisting not required	10	1	4	1
	(g) Light	146	84	115	33
	(h) Siding	Nil	Nil.	Nil.	Nil.
	(i) Total 'Other' [Items 17·09(r) to 17·09(h)]	184	85	128	34
17·10	Departmental (including shunting)—				
	(a) Passenger and total mixed .	Nil.	1	Nil.	1
	(b) Goods—Engineering	19	12	15	9
	(c) Total Goods .	145	91	144	86
	(d) Total Departmental [Items 17·07 (c) + 17·10 (a) and (c)] .	229	168	226	151
17·11	Total engine miles—				
	(a) Traffic engine miles—				
	(i) Passenger and proportion of mixed†	1,065	1,290	1,011	1,291
	(ii) Goods and proportion of mixed††	1,567	776	1,349	653
	(b) Total including departmental [Items 17·10 (d) + 17·11 (a) (i) and (a) (ii)] †	2,861	2,234	2,586	2,095

Note.—The shunting miles and the total engine miles include the following miles of shunting done at joint stations by foreign railways for our line—

1941-42 (In thousands)		1940-41 (In thousands)	
B G	M G	B G	M. G
† 18	2	18	1
†† 75	8	71	6
‡ 88	10	84	7

	§ (1) Includes the following Suburban train miles (in thousands).—			
	1941-42		1940-41.	
	B G	M G.	B G	M. G.
	Nil	157	Nil.	157
	(2) Excludes the following rail car miles —			
		1941-42. (In thousands)	1940-41. (In thousands)	
		B. G. M. G.	B. G. M. G.	
	Steam propelled .	Nil. 18	Nil. 17	
	Internal combustion engine propelled.	155 Nil.	181 Nil.	

Item.	Heading	Amount or Number in hundreds or Percentage.			
		1941-42.		1940-41.	
		Broad Gauge.	Metre Gauge	Broad Gauge.	Metre Gauge.
1	2	3	4	5	6
	No. 18.—Statement of Engine Hours.				
18.01	Train hours—Traffic Service—				
	(a) Passenger trains . . .	31,0	59,8	30,9	59,9
	(b) Mixed trains—				
	(i) Passenger proportion ...	11,8	3,1	9,9	2,4
	(ii) Goods proportion . .	12,3	4,1	13,1	3,2
	(iii) Total	24,1	7,2	23,0	5,6
	(c) Goods trains—				
	(i) Main line	71,1	46,1	58,8	36,4
	(ii) Branch line	2,9	1,3	1,4	1,6
	(iii) Total	74,0	47,4	60,2	38,0
18.02	Shunting hours—Traffic Service—				
	(a) Passenger and proportion of mixed † ..	15,9	10,1	14,6	7,8
	(b) Goods and proportion of mixed ‡‡	60,8	82,0	53,6	28,4
18.03	Other engine hours—Traffic Service—				
	(a) Passenger and proportion of mixed .. .	17,9	19,1	14,8	19,5
	(b) Goods and proportion of mixed .. .	37,2	16,0	27,8	18,7
	(c) Siding engine hours	Nil.	Nil.	Nil.	Nil.
18.04	Total engine hours—Traffic Service—				
	(a) Passenger and proportion of mixed † ...	76,6	92,1	70,2	89,6
	(b) Goods and proportion of mixed (including siding) ‡‡	184,3	99,5	154,7	88,3
18.05	Departmental engine hours—				
	(a) Passenger and total mixed	1	8	1	5
	(b) Goods	37,7	23,6	36,0	22,2
	(c) Total	37,8	24,4	36,1	22,7
	(d) Mixed—Passenger proportion	Nil	Nil.	Nil.	Nil.
	(e) Mixed—Goods proportion	Nil.	Nil.	Nil.	Nil.
18.06	Total engine hours [Items 18.04 (a) and (b) + 18.05 (c)]†	298,7	216,0	261,0	200,6
18.07	Percentage of train engine hours to total engine hours— ‡‡				
	(a) Passenger and proportion of mixed train engine hours to total engine hours (Passenger and proportion of mixed) . . .	56	68	58	69
	(b) Goods and proportion of mixed train engine hours to total engine hours (Goods and proportion of mixed)	39	42	38	37

NOTE.—The Shunting hours and the total engine hours include the following hours of shunting done at joint stations by foreign railways for our line.—

1941-42. (In hundreds).		1940-41. (In hundreds).	
B. G.	M. G.	B. G.	M. G.
† 2,7	3	2,6	2
‡‡ 15,0	1,7	14,3	1,2
‡ 17,7	2,0	16,9	1,4

† These hours do not include —

Item.	Heading.	Amount or Number in thousands or Percentage.			
		1941-42.		1940-41.	
		Broad Gauge.	Metre Gauge.	Broad Gauge.	Metre Gauge.
1	2	3	4	5	6
No. 19.—Statement of Vehicle and Wagon Miles. <i>(In terms of 4-wheelers).</i>					
19.01	Passenger trains—				
	(a) Coaching vehicles	12,228	14,021	11,644	13,536
	(b) Other vehicles	1,258	383	589	626
	(c) Total	13,486	14,354	12,233	14,162
19.02	Mixed trains (passenger proportion)—				
	(a) Coaching vehicles	8,983	488	3,364	384
	(b) Other vehicles	66	14	74	3
	(c) Total	4,049	502	3,438	387
19.03	Total Passenger and proportion of mixed—				
	(a) Coaching vehicles	16,211	14,509	15,008	13,920
	(b) Other vehicles	1,824	847	668	629
	(c) Total	17,535	14,856	15,671	14,549
19.04	Goods trains—				
	(i) Main lines—				
	(a) Loaded	27,618	16,124	23,846	13,738
	(b) Total	39,764	21,081	35,243	17,523
	(c) Percentage loaded of total*	69.46	76.48	67.66	78.40
	(ii) Branch lines—				
	(a) Loaded	594	156	278	211
	(b) Total	1,278	265	588	353
	(c) Percentage loaded of total*	46.49	58.71	47.26	59.79
19.05	Mixed trains (goods proportion only)—				
	(a) Loaded	8,066	466	8,188	392
	(b) Total	4,208	658	4,549	558
19.06	Grand total (Goods including proportion of mixed)—				
	(a) Loaded	31,278	16,746	27,807	14,841
	(b) Total	45,260	22,004	40,380	18,484
	(c) Percentage loaded of total*	69.12	76.10	67.62	77.80
19.07	Departmental—				
	(a) Passenger and total mixed	21	82	24	35
	(b) Goods	1,159	1,472	1,078	1,484
	(c) Total	1,180	1,554	1,097	1,519
19.08	Brake Vans—				
	(a) Passenger and total mixed	98	558	74	324
	(b) Goods	1,105	1,208	946	999
	(c) Total	1,198	1,756	1,020	1,323

Item.	Heading	1941-42.				1940-41.			
		Railway's own trains.	Running power trains running over the railway.	Railway's own trains.	Running power trains running over the railway.	Broad Gauge.	Metre Gauge.	Broad Gauge.	Metre Gauge.
1	2	3	4	5	6	7	8	9	10
	No. 20.—Statement of Running of Trains and Speed of Goods Trains.								
	Running of passenger and mixed trains [Traffic]—								
	[a] Mail and important through trains—								
20·01	Total number of trains run ..	2,496	2,190			2,555	2,190		
20·02	Number of trains not losing time ..	1,778	1,583			2,001	1,978		
20·03	Percentage of trains not losing time ..	71·2	72·6			78·3	90·3		
20·04	Average time-table speed ..	24·2	22·1			24·6	22·0		
	[b] Suburban trains—								
20·05	Total number of trains run ..	Nil.	12,396			Nil.	12,396		
20·06	Number of trains not losing time ..	Nil.	11,534			Nil.	12,088		
20·07	Percentage of trains not losing time ..	Nil.	93·0	Nil.	Nil.	Nil.	97·5	Nil.	Nil.
20·08	Average time-table speed ..	Nil	18·5			Nil.	18·7		
	[c] Mixed trains—								
20·09	Total number of trains run ..	4,074	2,399			4,075	2,141		
20·10	Number of trains not losing time ..	2,503	1,959			2,380	1,970		
20·11	Percentage of trains not losing time ..	61·4	81·7			58·4	92·0		
20·12	Average time-table speed ..	15·6	11·5			15·6	11·8		
	[d] Other passenger trains—								
20·13	Total number of trains run ..	780	4,901			1,154	5,233		
20·14	Number of trains not losing time ..	328	4,087			822	4,898		
20·15	Percentage of trains not losing time ..	44·9	83·4			71·2	93·6		
20·16	Average time-table speed ..	24·8	18·1			23·1	18·0		
		1941-42.				1940-41.			
		Broad Gauge	Metre Gauge.	Broad Gauge.	Metre Gauge.				
	Average speed of Goods trains—								
	Through goods trains—								
	Train miles per train engine hour—								
20·17	Main lines ..	18·2	18·0	14·1	14·0				
20·18	Branch lines ..	12·0	10·0	11·9	11·2				
20·19	Total	18·1	12·9	14·0	14·0				
	All goods trains—								
	Train miles per train engine hour—								
20·20	Main lines ..	11·6	10·8	12·0	11·2				
20·21	Branch lines ..	11·9	9·48	11·7	9·52				
20·22	Total	11·6	10·8	12·0	11·1				

Item.	Heading.	Amount or Number.			
		1941-42		1940-41.	
		Broad Gauge.	Metre Gauge.	Broad Gauge.	Metre Gauge.
1	2	3	4	5	6
No. 21.—Statement of Shunting and Light Running.					
Passenger and proportion of mixed (excluding departmental)—					
21.01	Shunting miles per 100 train miles ..	8.65	4.16	8.15	3.19
21.02	Light engine miles per 100 train miles ..	6.07	2.43	3.80	2.62
21.03	Light and assisting not required miles per 100 train miles ..	6.63	2.48	4.02	2.69
Goods and proportion of mixed (excluding departmental)—					
21.04	Shunting engine miles per 100 train miles ..	28.2	27.5	28.1	29.8
21.05	Light engine miles per 100 train miles ..	13.5	5.82	12.1	6.84
21.06	Light and assisting not required miles per 100 train miles ..	14.4	6.06	12.6	7.07
No. 22.—Statement of Engine Usage.					
<i>Average number of Engines—</i>					
22.01	Authorised stock ..	85	87	85	87
22.02	On line ..	83	74	84	78
22.03	Under or awaiting repair ..	12	8	11	9
22.04	Available for use ..	71	66	73	69
<i>Actual number in good repair stored—</i>					
22.05	Maximum number in any one month ..	Nil.	Nil.	Nil.	Nil.
22.06	Minimum number in any one month ..	Nil.	Nil.	Nil.	Nil.
<i>Average number in use daily on—</i>					
22.07	Passenger service ..	18	21	18	21
22.08	Mixed service ..	8	2	9	2
22.09	Goods service ..	26	14	22	12
22.10	Departmental service ..	7	4	6	4
22.11	Shunting including siding ..	8	8	8	8
22.12	Total ..	62	49	58	47
22.13	Spare ..	9	17	15	22
22.14	Maximum number in use on any one day ..	72	56	65	56
<i>Engine miles per day—</i>					
22.15	Per passenger engine ..	166	162	163	159
22.16	Per mixed engine ..	136	112	116	111
22.17	Per goods engine ..	114	116	111	112
22.18	Per engine in use ..	122	125	119	122
22.19	Per engine on the line ..	91	82	82	74
<i>Net ton miles—</i>					
22.20	Per goods locomotive day on the line ..	20,635	9,082	17,680	7,309
22.21	Per goods locomotive day in use ..	33,174	16,574	30,281	14,625
<i>Hours worked—</i>					
22.22	Per day per engine available for use ..	11.5	8.96	9.79	7.97

Item.	Heading.	Amount or Number.			
		1941-42.		1940-41.	
		Broad Gauge.	Metre Gauge.	Broad Gauge.	Metre Gauge.
1	2	3	4	5	6
No 26 (a).—Statement of Repairs of Rolling Stock.					
<i>Engines—</i>					
Average number under or awaiting repairs daily—					
In mechanical workshops—					
26(a) 01	Number	5	4	5	5
26(a) 02	Percentage of item 26(a) 01 to average total number on line	6.02	5.41	5.95	6.41
In sheds and transportation workshops—					
26(a) 03	Number	7	4	6	4
26(a) 04	Percentage of item 26(a) 03 to average total number on line	8.43	5.41	7.14	5.13
<i>Coaching stock—</i>					
Average number under or awaiting repairs daily (in units)—					
In mechanical workshops—					
26(a) 05	Passenger carriages	No.	6	6	6
26(a) 06	Other coaching vehicles	"	1	1	2
26(a) 07	Percentage of item 26(a) 05 to average total number on line	..	5.13	4.92	5.81
26(a) 08	Percentage of item 26(a) 06 to average total number on line	..	1.96	6.25	4.85
In sick lines and transportation workshops—					
26(a) 09	Passenger carriages	No.	4	4	3
26(a) 10	Other coaching vehicles	"	..	..	1
26(a) 11	Percentage of item 26(a) 09 to average total number on line	..	3.06	3.25	2.88
26(a) 12	Percentage of item 26(a) 10 to average total number on line †	..	0.41	1.13	0.48
<i>Goods stock—</i>					
Average number of unserviceable wagons daily (in terms of four-wheelers)—					
In mechanical workshops—					
26(a) 13	Number	..	11	7	10
26(a) 14	Percentage of item 26(a) 13 to average number on line daily	..	0.46	0.57	0.45
In sick lines and transportation workshops—					
26(a) 15	Number	..	68	38	66
26(a) 16	Percentage of item 26(a) 15 to average number on line daily	..	2.83	2.70	2.96
Average number of hot boxes—(monthly)—					
26(a) 17	Coaching	..	1.58	0.67	2.17
26(a) 18	Goods	..	22.3	9.75	21.8
26(a) 19	Coaching hot boxes per 10,000,000 vehicle miles	..	10.8	5.16	16.5
26(a) 20	Goods hot boxes per 1,000,000 wagon miles	..	5.58	4.70	6.01

† The presence of figures under this item in the absence of those of which these are percentages is due to the latter being less than half

No. 26 (b).—Statement of Cost of Repairs and Maintenance of Rolling Stock.

Item No.	Heading.	Broad gauge.				Metro gauge.		
		In Mechanical Workshops.		In Transportation Depots.		Total.		
		5'-6"	3'-3½"	5'-6"	3'-3½"	5'-6"	3'-3½"	
26 (b)·01	Total equated engine miles	{ 1941-42 ...		8,593,863		1,734,856		
		{ 1940-41 ...		3,940,760		1,624,603		
26 (b)·02	Average number of coaching vehicles on line (in terms of 4-wheelers) including departmental	{ 1941-42 ..		282		269		
		{ 1940-41 ..		268		273		
26 (b)·03	Average number of wagons owned (in terms of 4-wheelers) including departmental	{ 1941-42 ..		2,458		1,427		
		{ 1940-41 ..		2,454		1,476		
26 (b)·04	Total cost of repairs and maintenance of.—							
i.	Locomotives ... Rs.	{ 1941-42 ...	3,50,283	2,06,023	2,12,302	97,622	5,62,585	3,03,645
		{ 1940-41 ...	2,72,142	2,32,100	1,84,939	94,594	4,57,081	3,26,694
ii.	Coaching vehicles ... Rs.	{ 1941-42 ...	1,32,274	1,10,678	19,079	16,605	1,51,853	1,27,283
		{ 1940-41 ..	1,09,112	94,861	19,931	17,441	1,29,043	1,19,302
iii.	Wagons ... Rs.	{ 1941-42 ...	1,27,922	67,662	58,178	29,889	1,86,100	97,551
		{ 1940-41 ..	1,24,628	74,232	53,188	21,472	1,77,816	95,704
		<i>Locomotives.</i>						
26 (b)·05	Cost of ordinary repairs and maintenance to locomotives per equated engine mile ... As.	{ 1941-42 ..	1·56	1·91	0·95	0·90	2·51	2·81
		{ 1940-41 ...	1·35	2·29	0·91	0·95	2·26	3·22
		<i>Coaching Stock.</i>						
26 (b)·06	Cost of ordinary repairs and maintenance per coaching vehicle on line (in terms of 4-wheelers) Rs.	{ 1941-42 ...	469·1	411·5	67·6	61·7	536·7	478·2
		{ 1940-41 ..	407·1	347·5	74·4	63·9	481·5	411·4
		<i>Wagons</i>						
26 (b)·07	Cost of ordinary repairs and maintenance per wagon owned (in terms of 4-wheelers) ... Rs.	{ 1941-42 ...	52·0	47·4	28·7	21·0	75·7	68·4
		{ 1940-41 ...	50·8	50·3	21·7	14·5	72·5	64·8

Item.	Heading.	Amount or Number.			
		1941-42.		1940-41.	
		Broad Gauge	Metre Gauge	Broad Gauge	Metre Gauge
1	2	3	4	5	6
No. 27 (a).—Statement of Coal Consumption.					
Number of tons of fuel consumed by locomotives—					
27(a)-01	Foreign coal . . . Tons.	Nil.	Nil.	Nil.	Nil.
27(a)-02	Indian coal "	114,262	59,742	98,585	53,462
27(a)-03	Wood "	143	†† 104	146	93
27(a)-04	Oil fuel—Diesel oil—H. S. D. * ... "	80	Nil.	92	Nil.
27(a)-05	Total (in terms of coal)... . . "	114,464	59,784	98,811	53,499
Number of tons of fuel consumed for all other purposes, such as for pumping engines, workshops, steamers, etc.—					
27(a)-06	Foreign coal Tons.	Nil.	Nil.	Nil.	Nil.
27(a)-07	Indian coal "	4,958	2,689	4,269	2,763
27(a)-08	Wood "	9	8	21	11
27(a)-09	Oil fuel "	Nil.	Nil.	Nil.	Nil.
27(a)-10	Total (in terms of coal)... . . "	4,962	2,692	4,278	2,768
Total fuel consumed—					
27(a)-11	Foreign coal "	Nil.	Nil.	Nil.	Nil.
27(a)-12	Indian coal... . . "	119,220	† 62,431	102,854	56,225
27(a)-13	Wood "	152	†† 112	167	104
27(a)-14	Oil fuel—Diesel oil—H. S. D. * "	80	Nil.	92	Nil.
27(a)-15	Total (in terms of coal)... . . "	119,426	62,476	103,089	56,267
Average cost per ton (at pit's mouth or station of supply)—					
27(a)-16	Foreign coal Rs.	Nil.	Nil.	Nil.	Nil.
27(a)-17	Indian coal... . . "	† 4·70	† 4·70	4·63	4·63
27(a)-18	Wood "	6·00	6·00	6·00	6·00
27(a)-19	Oil fuel—Diesel oil—H. S. D. * "	†† 186·0	Nil.	175·0	Nil.
Average cost per ton (including all freight, both rail and sea, from pit's mouth or station of supply to engine shed from where issued to locomotives)—					
27(a)-20	Foreign coal Rs.	Nil	Nil.	Nil.	Nil.
27(a)-21	Indian coal "	† 6·20	† 8·34	6·19	8·27
27(a)-22	Wood "	6·32	6·32	6·56	6·56
27(a)-23	Oil fuel—Diesel oil—H. S. D. * "	†† 186·0	Nil.	175·0	Nil.

† Includes 84 tons of coal used on rail cars—steam propelled.
‡ do 1 ton of wood do

†† Includes excise duty at 2 annas per ton debited by the mines on coal supplies.

* High speed Diesel oil used on rail cars (1 Gallon of Diesel oil = 9 lbs.)

†† The cost includes freight to Lellinguda which is the station of supply for this imported oil.

Item.	Heading.	Amount or Number.			
		1941-42.		1940-41.	
		Broad Gauge.	Metre Gauge.	Broad Gauge.	Metre Gauge.
1	2	3	4	5	6
No. 27 (b).—Statement of Coal Consumption by Classes of Services.					
Passenger and total mixed—					
27(b)·01	Total tons of coal consumed ... Tons.	42,250	30,241	39,973	29,252
Rail cars (steam propelled)—					
27(b)·01A	Total tons of coal consumed ... Tons.	Nil	84	Nil.	105
Rail cars (internal combustion engine propelled)—					
27(b)·01B	Total tons of coal consumed ... Tons.	145	Nil.	168	Nil.
Passenger and proportion of mixed—					
27(b)·02	lbs. of coal consumed per 1,000 gross ton miles lbs.	254·4	260·5	175·9	264·5
Goods—					
27(b)·03	Total tons of coal consumed ... Tons.	59,222	21,099	46,966	16,923
Goods and proportion of mixed—					
27(b)·04	lbs. of coal consumed per 1,000 gross ton miles lbs.	151·3	166·9	138·3	162·6
Shunting including siding (all Services)—					
27(b)·05	Total tons of coal consumed ... Tons.	8,093	5,495	6,587	4,564
27(b)·06	lbs. per engine mile ... lbs.	72·5	73·9	66·8	70·6
Locomotives on miscellaneous service—					
Total tons of coal consumed ... Tons.					
Departmental—					
27(b)·07	Total tons of coal consumed ... Tons.	4,754	2,865	5,167	2,655
27(b)·08	Total tons of coal used on all locomotive services ,	114,464	† 59,784	98,811	53,499
Fuel consumed for other than locomotive purposes—§					
27(b)·09	Water pumping stations Tons.	3,717	1,928	3,117	1,899
27(b)·10	Electric generating stations ... " "	Nil.	Nil.	Nil.	Nil.
27(b)·11	Miscellaneous purposes ... " "	1,245	764	1,161	869
27(b)·12	Total "	4,962	2,692	4,278	2,768
No. 28.—Statement of Efficiency.					
Goods and proportion of mixed—					
Wagon miles.—					
28·01	Per shunting engine hour (excluding departmental)	744	688	754	649
28·02	Per engine hour (including departmental) ...	204	179	212	167
28·03	Net ton miles (excluding weight carried in departmental trains) per engine hour (including departmental)	1,997	1,028	1,894	911
Gross ton miles.—					
28·04	Per engine hour including weight of engine and departmental	4,796	2,621	4,767	2,403
28·05	Per train engine hour excluding weight of engine and departmental	10,284	5,020	10,253	5,187

† Excludes 307 tons of coal used on engines hired to the Bodhan Sugar Factory.

§ Includes the following quantities of firewood in terms of coal.—

Item.	1941-42. Tons.		1940-41. Tons.	
	B. G.	M. G.	B. G.	M. G.
27 (b) ·09	..	3	3	4
" ·11	..	1	..	4
" ·12	..	4	3	3

No. 25.—STATEMENT OF COMMODITIES.

(In hundreds).

Item.	Commodity.	Broad Gauge.						Metre Gauge.						Earnings from each commodity B. G. & M. (i. combined).	
		Quantity originating on home line whether local or foreign.			Other traffic.			Quantity originating on home line whether local or foreign.			Other traffic.				
		1941-42	1940-41	1941	1940-41	1941	1940-41	1941-42	1940-41	1941	1940-41	1941	1940-41	1941-42	1940-41
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	<i>Fuel—</i>	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Rs.	Rs.
	Coal and coke and patent fuel—														
29.01	For the public ...	648.0	577.7	21.0	10.5	669.6	567.0	2	2	92.8	71.1	93.0	71.3	30,12.7	25,65.3
29.02	For foreign railways and home line construction ...	493.5	126.0	2	3	493.7	427.2	\$ 5	Nil.	55.8	Nil.	55.8	Nil.	15,33.8	11,41.5
29.03	Total ...	1,142.1	1,004.0	21.2	10.5	1,163.3	1,014.8	2	2	148.0	71.1	148.8	71.3	45,46.5	37,06.8
29.04	Oil fuel ...	3	3	3.1	2.6	3.4	2.9	1.3	2.4	2.0	1.0	3.3	3.4	82.4	87.8
29.05	Firewood and other fuel ...	81.5	78.7	2	\$ 3	81.7	78.7	17.9	15.8	2	1	18.1	15.9	3,15.1	3,02.3
	<i>Heavy merchandise—</i>														
29.06	Rice in the husk ...	1.2	9	1.2	\$ 8	2.4	9	4	5	1	\$ 42	5	5	18.0	8.3
29.07	Rice not in the husk ...	69.7	53.2	47.5	17.1	117.2	70.3	16.0	9.6	7.3	9.8	23.3	18.4	10,61.8	6,87.2
29.08	Gram and pulse ...	24.3	38.5	129.5	140.9	153.8	179.4	21.6	32.7	32.4	33.3	54.0	66.0	11,03.8	14,14.4
29.09	Wheat ...	2.3	1.7	31.2	24.1	33.5	26.1	6.9	9.7	10.1	6.4	17.0	16.1	3,61.6	3,30.6
29.10	Jowar and bajra ...	21.9	22.2	7.6	7.3	29.5	29.5	38.5	15.5	4.0	2.9	42.5	18.3	6,02.4	8,12.5
29.11	Other grains ...	5	6	2.1	1.7	2.0	2.3	9	7	1.4	8	2.3	1.5	28.0	26.0
29.12	Marble and stone ...	115.0	87.9	8	6	115.8	85.7	6	2	7.2	9.0	7.8	9.2	4,09.5	3,62.1
29.13	Salt ...	1	2.1	45.6	43.0	45.7	45.1	6	3	24.2	23.0	24.8	23.3	7,03.8	6,67.4
29.14	Sugar, refined and unrefined ...	1.6	2.0	6.0	3.9	7.0	5.9	19.6	14.1	8.3	3.7	22.9	17.8	3,22.0	2,54.0
29.15	Wood, unwrought ...	37.8	36.4	8.4	1.7	40.2	38.1	5.5	2.7	8.0	6.2	13.5	8.8	5,92.2	4,46.9
29.16	Metallic ores ...	2	\$ 10	7	\$ 1	9	1	\$ 5	\$ 1	4	\$ 6	4	\$ 7	7.3	6
29.17	Oil-seeds ...	87.7	78.0	50.4	42.2	188.1	120.2	132.5	120.9	8.4	10.4	140.9	181.3	19,72.5	16,95.5
29.18	Cotton, raw, pressed ...	3.1	1.8	17.8	18.7	20.9	15.5	42.3	48.7	1.1	6	43.4	49.2	11,58.5	11,05.8
29.19	Petrol (in bulk) ...	Nil.	\$ 24	9.3	7.9	8.3	7.9	4	5	1	3	5	8	2,88.5	2,47.2
29.20	Kerosene oil (in bulk) ...	8.35	Nil.	3.8	1.2	3.8	4.2	\$ 18	\$ 1	1.2	1.4	1.2	1.4	66.6	75.2
29.21	Molasses (in bulk) ...	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
29.22	Cement ...	1.9	1.3	26.5	18.0	27.4	19.3	3	1	7.5	4.7	7.8	4.8	2,28.3	1,66.7
	Total heavy merchandise	867.3	823.6	387.4	326.9	754.7	650.5	286.1	256.2	116.7	111.2	402.8	367.2	80,25.3	77,89.3
	<i>Light merchandise—</i>														
29.23	Cotton, raw, unpressed ...	9	1.4	\$ 26	4	9	1.8	1.4	1.6	\$ 37	\$ 9	1.4	1.6	36.5	35.6
29.24	Cotton, manufactured ...	6.4	6.4	14.5	15.7	20.9	22.1	6.1	5.4	8.1	4.5	9.3	9.9	5,34.8	5,59.5
29.25	Fodder ...	3.9	6.1	4.7	5.8	8.6	11.4	2.8	2.1	5	3	2.8	2.4	79.5	91.1
29.26	Fruits and vegetables, fresh ...	1.6	2.8	5.1	6.4	6.7	9.2	104.5	91.2	2.0	1.2	106.5	92.4	2,38.1	2,39.5
29.27	Gur, jaggery, molasses, etc., (not in bulk) ...	5	4	3.5	4.5	4.0	4.9	4.1	4.1	3.7	4.0	7.8	8.1	1,09.6	1,24.7
29.28	(a) Jute, raw ...	\$ 39	\$ 15	1	\$ 10	1	\$ 27	\$ 12	\$ 2	\$ 2	\$ 1	\$ 14	\$ 3	9	3
	(b) Jute manufactured ...	2.0	Nil.	8.9	Nil.	10.9	Nil.	1.5	Nil.	3.6	Nil.	5.1	Nil.	1,56.0	Nil.
29.29	Iron and steel, wrought ...	8.5	6.4	9.8	13.1	18.4	19.5	3.2	4.8	4.9	8.1	8.1	12.9	3,10.9	3,80.3
29.30	Kerosene oil (in tins) ...	8	4	8.9	5.3	4.2	5.7	3	3	3.6	4.9	8.9	4.6	1,00.8	1,29.2
29.31	Petrol (in tins) ...	5	8	1	\$ 44	6	8	2	3	3	4	5	7	20.9	25.0
29.32	Tobacco ...	2.5	2.3	9.4	8.3	11.9	10.6	2.9	3.2	2.1	1.6	5.0	4.8	8,68.9	3,37.3
29.33	Provisions ...	16.2	34.2	22.9	29.2	39.1	68.4	5.9	23.4	9.0	10.6	14.9	34.0	7,24.0	10,71.8
29.34	Vegetable oils ...	21.7	Nil.	15.4	Nil.	37.1	Nil.	18.6	Nil.	2.2	Nil.	20.8	Nil.	5,56.4	Nil.
29.35	Total light merchandise	65.0	61.2	98.4	88.2	168.4	149.4	151.0	186.4	35.0	35.0	186.0	171.4	32,27.3	29,94.1
29.36	Other commodities ...	82.6	77.5	105.5	65.5	188.3	144.0	80.0	66.9	25.4	29.7	88.4	86.6	25,55.8	25,52.1
29.37	Total General Merchandise	515.1	462.3	591.3	481.6	1,106.4	943.9	497.1	449.5	180.1	175.9	677.2	625.4	1,47,08.4	1,31,35.5
29.38	Military traffic ...	9.9	7.2	42.9	19.6	52.8	26.8	8	1	9.6	8.9	10.4	4.0	3,61.5	1,63.2
29.39	Live stock ...	4	7	2	2	8	9	1.1	5	\$ 26	1	1.1	6	20.3	21.2
29.40	Railway materials ...	84.9	64.9	8.6	11.6	43.5	66.4	48.7	22.6	1.2	2.3	44.9	24.8	1,01.5	1,30.8
	<i>Materials and stores on revenue account—</i>														
29.41	Fuel ...	266.8	225.8	Nil.	Nil.	286.8	225.8	7	2	40.6	34.2	41.3	34.4	4,05.8	3,51.6
29.42	General Stores and materials ...	86.4	69.9	9	8	87.3	60.7	108.2	90.0	1.2	1.2	110.4	91.2	1,25.2	94.7
29.43	Total ...	353.2	285.7	9	8	354.1	286.5	109.9	90.2	41.8	35.4	151.7	126.6	5,31.0	4,46.5
29.44	Total all commodities ...	2,137.4	1,895.7	688.4	527.2	2,805.8	2,420.9	672.0	581.2	883.5	289.8	1,055.6	871.0	2,06,75.7	1,79,78.6

* These are units and not hundreds.

**No. 30—Analysis of Operating Expenses
for the year 1941-42.**

TABLES A. TO H.

TABLE

Maintenance of

REFERENCE TO ACCOUNTS.		Details.	Total amount. (a) (686'89)	Per mile of line maintained. (796'91)	Per mile of track includ- ing sidings. (796'91)	Per equated track mile. (662'12)	Per 100 lineal feet of opening per track. (31,644)	Per 100 square feet of plinth area per floor. (Not avail- able).	Per lever. (1,045)
Ab- stract and minor head.	Sub- head.								
A. I.		GENERAL ADMINISTRATION.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	1100	Pay and leave salary—							
		1110. Administrative and executive officers—(Total)	1,02,117	148'66	128'14	154'23			
		1120. Subordinate supervising staff—(Total)	70,576	102'75	88'56	106'59			
		1130. Office staff (Total)	96,885	141'05	121'58	146'82			
		1200-1700. Other items	34,501	60'23	43'29	52'11	Not required.		
		TOTAL GENERAL ADMINISTRATION (A. I. TOTAL)	3,04,078	442'60	381'57	459'25			
II.		REPAIRS AND MAINTENANCE.							
	2100	Structural works—Repairs and maintenance—							
		2110. Track (including sidings other than workshop sidings)—Ordinary	6,12,380	891'53	768'44	924'88			
		2120 & 2180. Bridges (including foot and road bridges)—Ordinary	26,808	39'08	33'64		84'72		
		2150. Service buildings—Ordinary	9,000	13'10	11'29				
		2180. Residential staff quarters—Ordinary	57,432	83'61	72'07				
		2140, 2170, 2180 & 2190. Other items (Total)—Ordinary	24,089	35'07	30'23	36'88	Not required.		
		Structural works—Total repairs and maintenance (2100. Total—Ordinary)	7,29,709	1,062'34	915'67	1,102'08			
		Structural works—Total special repairs and maintenance (2100. Total—Special)	15,966	23'24	20'04	24'11			
		STRUCTURAL WORKS—TOTAL (2100)	7,45,675	1,085'58	935'71	1,126'19			
	2200	Equipment—							
		2250. Signal and { Ordinary repairs & maintenance, interlocking works { Special repairs & maintenance.	26,482	38'55	33'23				25'34
			857	1'25	1'07				0'82
		Equipment—Total (2200)	67,181	97'81	84'80	101'47			
	2300	Conservancy of rivers .....	...	...	...	...	...
	2400	Plantations, nurseries and gardens	5,014	7'30	6'29	7'57	Not required.		
	2500	New minor works	17,578	25'58	22'05	26'54			
	2600	Miscellaneous expenses	35,541	51'74	44'60	53'68			
	2800	Replacements and renewals .....	...	...	...	...
		TOTAL REPAIRS AND MAINTENANCE (A. II—TOTAL)	8,70,954	1,268'01	1,092'95	1,315'45			
IV.		Contribution to Depreciation Reserve Fund (A. IV—Total) (b)	2,75,358	400'88	345'58	415'87			
		TOTAL WORKING EXPENSES—ABSTRACT A	14,50,421	2,111'58	1,820'05	2,190'57			

Note.—The figures within brackets at the top of columns are the relative fundamental

(a) The mileage maintained, 686'89 miles = 688'11 miles open on 31st March 1942

(b) "In the total working expenses under Abstracts A to H" shown in this

the capital at charge at the end of the previous year for B. II. & D. K.

(c) For the purpose of obtaining figures for head IV in Tables A, B & C, the total

actual expenditure on replacements & renewals during the previous five

(d) The train miles shown in this column include rail car (steam propelled and

EXPENSES.

A.

Structural Works.

System.			M. G. System.									
Per train mile.	Percentage of total expenditure under Abstract A.	Percentage of total expenditure under Abstracts A to H.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per track mile.	Per 100 linear feet of opening per track.	Per 100 square feet of plinth area per floor.	Per lever.	Per train mile.	Percentage of total expenditure under Abstract A.	Percentage of total expenditure under Abstracts A to H.
(2,130,600)	(14,50,421)	(83,93,869)	(671.80)	(777.98)	(457.49)	(31,655)	(Not available).	(836)	(1,871,233)	(12,23,155)	(58,59,684)	(b)
(d)												
As.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	As.		
Not required.	7.04	1.22	81,854	121.10	104.57	177.83	Not required.			6.65	1.39	
	4.86	0.84	60,695	90.34	78.02	132.67				4.98	1.03	
	6.68	1.15	74,111	110.32	95.26	161.99				6.06	1.26	
	2.38	0.41	28,482	42.40	36.61	62.26				2.33	0.49	
	20.96	3.62	2,41,642	364.16	314.46	584.75				20.00	4.17	
Not required.												
	42.22	7.29	5,68,103	815.63	730.23	1,241.77				46.44	9.70	
	1.85	0.32	11,878	17.68	15.27	Not required.	87.52			0.97	0.20	
	0.62	0.11	10,849	16.15	18.95					0.89	0.18	
	8.96	0.68	47,806	71.16	61.45	Not required.				3.91	0.82	
	1.66	0.20	23,095	35.72	30.84	52.45				1.96	0.41	
	50.31	8.69	6,62,633	986.36	851.74	1,448.41				54.17	11.81	
	1.10	0.19	28,200	34.53	29.82	50.71				1.90	0.39	
	51.41	8.88	6,83,883	1,020.89	881.56	1,499.12				56.07	11.70	
Not required.												
	0.20	1.63	0.81	17,133	25.50	22.02	Not required.		20.49	0.15	1.40	0.29
	0.01	0.06	0.01	196	0.29	0.25	...		0.23	0.00	0.02	0.00
	4.68	0.80	49,971	74.88	64.23	109.23				4.09	0.85	
	...	...	...	...	...	...	Not required.			...	...
	0.35	0.06	8,770	5.61	4.84	8.24				0.31	0.07	
	1.21	0.21	18,826	27.28	23.56	40.05				1.50	0.31	
	2.15	0.48	25,619	38.14	32.93	56.00				2.09	0.44	
	
	60.05	10.88	7,83,519	1,166.30	1,007.12	1,712.64				64.06	13.37	
	18.99	8.28	1,94,994	290.25	250.64	426.23				15.94	3.33	
	100.00	17.28	12,23,155	1,820.71	1,572.22	2,673.62				100.00	20.87	

units such as route miles, train miles, engine miles etc, used as divisors.

Less 1.22 miles maintained by the M. & S. M. Railway.

column the figures for head IV (contribution to depreciation fund) are actuals as regards H. E. H. the Nizam's Government lines and 3/4th of Railways vide Government of India Railway Board's letter No. 1205-ST/CRA dated 29th March 1937.

amount of actual contribution to the Depreciation Fund for the year has been distributed to the Tables A, B & C in the proportion of the years, vide instructions contained in Government of India Railway Board's Letter No. 1281-ST/11 dated 15th July 1939.

internal combustion engine propelled) miles converted to train miles at the rate of 3 rail car miles per train mile.

No. 80.—Working EXPENSES—*continued.*

T A B L E B.

Maintenance and Supply of Locomotive Power.

Reference to Accounts.	Sub- head. minor head.	Details.	B. G. System.						M. G. System.					
			Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.	Percentage of total expenditure under Abstracts A to H.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Percentage of total expenditure under Abstract B.	Percentage of total expenditure under Abstract A to F		
B. I.			(2,861.128)	(1.515,238.270)	(2,079,004)	(c)	(a)	(2,234,199)	(571,091.527)	(d)	(1,866,767)	(c)	(13,69,342)	(58,59,6
II.		GENERAL ADMINISTRATION (B. I.—TOTAL)	1,91,380	1.07	0'13	1.17	5'17	2'25	1,44,314	1.03	0'25	1.24	10.55	2
		REPAIRS AND MAINTENANCE.												
2109	Locomotives.—	2,12,802	1.19	0'14	1.63	9'06	2'53	97,522	0'70	0'17	0'84	713	1	
2110	Running repairs (out-turn from manufacture suspense)...	3,50,863	1.96	0'23	2.70	14'98	4'18	2,06,142	1.48	0'36	1'77	15.05	3	
2200	Equipment—(Total)	50,926	0'29	0'01	0'39	2'18	0'61	30,813	0'22	0'06	0'56	2.25	0	
2300	New minor works ...	2,053	0'01	0'00	0'02	0'09	0'02	2,047	0'01	0'00	0'02	0'15	0	
	Total REPAIRS AND MAINTENANCE (B. II.—TOTAL)	6,16,234	3'45	0'41	4'74	26'31	7'34	3,35,824	2'41	0'59	2'89	24.58	5	
III.		OPERATING EXPENSES.												
3100	Running staff—(Total)	4,09,117	2'29	0'27	3'15	17'46	4'87	2,79,028	2'00	0'40	2'89	20.38	4	
3200	Fuel—(Total)	7,25,152	4'05	0'48	6'58	30'96	8'64	5,22,691	3'74	0'91	4'48	38.17	8	
3300	Water ...	60,158	0'24	0'04	0'46	2'57	0'72	38,591	0'28	0'07	0'33	2.64	0	
3400	Oil, tallow and other stores ...	61,803	0'34	0'04	0'48	2'61	0'73	30,191	0'28	0'07	0'34	2.66	0	
	Total (3300 and 3400)	1,21,961	0'68	0'08	0'94	5'21	1'45	78,082	0'56	0'14	0'67	5.70	1	
3500	Payments to other railways—(Total)	85,814	0'48	0'05	0'66	3'06	1'02	— 11,779	— 0'08	— 0'02	— 0'10	— 0.86	— 0	
3600	Miscellaneous expenses—(Total)	13,776	0'08	0'01	0'11	0'59	0'17	3,133	0'02	0'01	0'03	0'23	0	
	Total OPERATING EXPENSES (B. III.—TOTAL)	13,55,820	7'58	0'89	10'44	57'85	16'15	8,71,155	6'24	1'53	7'47	63.62	14	
IV.	Contribution to Deterioration Reserve Fund— (B. IV. Total) (b)	1,78,919	1.00	0'12	1'35	7'64	2'13	17,049	0'13	0'03	0'14	1.25	c	
	Total Working EXPENSES—ABSTRACT B ...	23,42,353	13'10	1.55	18'03	100'00	27'90	13,69,342	9'91	2'40	11'74	100'00	25	

Note.—The figures within brackets at the top of columns are the relative fundamental units such as route miles, train miles, engine miles etc., used as divisors.

(a) Vide foot-note (b) in Table A.

(c) The train miles shown in this column *exclude* rail cars (steam propelled and internal combustion engine propelled).

(d) The gross ton miles shown in this column *exclude* rail cars.

No. 30.—WORKING EXPENSES—continued.

TABLE C.

Maintenance of Carriage and Wagon Stock.

REFERENCE TO ACCOUNTS.	Abstract and Sub- head, minor head.	B. G. System.				M. G. System.					
		Details.	Total amount.	Per 1,000 vehicle miles run by home and foreign vehicles.	Per train mile.	Percentage of total expenditure under Abstract C.	Total amount.	Per 1,000 vehicle miles run by home and foreign vehicles.	Per train mile.	Percentage of total expenditure under Abstract C.	
C. I.		GENERAL ADMINISTRATION—(C. I. TOTAL)	..	Rs. 1,07,883	As. 0'81	6'55	1'28	Rs. 74,219	As. 0'63	7'73	1'26
II.		REPAIRS AND MAINTENANCE									
2100	Coaching vehicles—										
2110	Running repairs	..	20,855	(e) 1'18	0'16	1'27	0'25	15,589	(e) 1'01	0'18	0'27
2120	2130 and 2130. Workshop repairs (out turn from manu-	..	1,32,775	(e) 7'50	1'00	8'06	1'58	11,441	(e) 7'45	0'95	1'30
2200	facture suspense)	..	10,5665	(f) 68 14	0'08	0'64	0'13	6,191	(g) 38 42	0'05	0'09
2200	Rail cars—(Total)	..	..						
2300	Goods wagons—										
2310	Running repairs	..	42,505	(h) 0'92	0'32	2'58	0'51	26,105	(h) 1'11	0'22	2'72
2320	Workshop repairs (out-turn from manufacturer	..	1,297,930	(k) 2'46	0'96	7'77	1'52	68,293	(k) 2'91	0'56	7'10
2400	suspense)	..	..						
2400	Payments to and receipts from foreign Railways on ac-	..	13,386	0'21	0'10	0'81	0'16	8,518	0'09	0'03	0'37
2500	count of damage to and deficiencies in interchange stock	..	16,755	0'26	0'12	0'20	0'20	9,925	0'26	0'03	0'17
2600	Equipment—(Total)	..	1,779	0'03	0'01	0'11	0'02	1,111	0'03	0'01	0'02
2600	New Minor Works	..	..						
	TOTAL REPAIRS AND MAINTENANCE—(C II.—TOTAL)	..	3,66,552	5'72	2'75	23'26	4'37	2,41,065	6'27	2'06	25'09
III.	OPERATING EXPENSES.										
3100	Inspection of running vehicles—(Total)	..	64,816	1'01	0'49	8'94	0'77	40,275	1'05	0'34	4'19
3200	Rail cars—(Total)	..	36,197	(l) 246 73	0'20	2'32	0'46	2,040	1'52 25	0'02	0'22
3300	Payments to other Railways—(Total)	..	..	- 20,055	- 0'31	- 1'22	- 0'24	- 262	- 0'00	- 0'03	- 0'01
3600	Miscellaneous—(Total)	..	3,273	0'05	0'02	0'20	0'04	2,324	0'06	0'02	0'04
	TOTAL OPERATING EXPENSES (C III.—TOTAL)	..	86,231	1'34	0'65	5'24	1'03	44,377	1'16	0'38	4'62
IV.	CONTRIBUTION TO DEPRECIATION RESERVE FUND—										
	(O IV.—TOTAL) (b)		10,86,026	16'94	8'16	65'95	12'94	6,01,007	15'64	5'14	62'56
	TOTAL WORKING EXPENSES—ABSTRACT C	..	16,46,891	25'65	12'37	100'00	19'62	9,60,668	25'00	8'21	100'00
											16'39

Note. The figures within brackets at the top of columns are the relative fundamental units such as route miles, train miles, engine miles etc. used as divisors.

- (a) Vide foot-note (b) in Table A.
- (b) Vide foot-note (c) in Table A.
- (c) Vide foot-note (d) in Table A.
- (d) Includes double mileage for bogie vehicles.
- (e) Per 1,000 coaching vehicle miles due to home and foreign stock run on home line
- (f) do 154,567, Nil.
- (g) do 13,899.
- (h) do 23,476,276.
- (i) Per 1,000 rail car miles (internal combustion engine propelled)
- (j) Per 1,000 rail car miles (steam propelled)
- (k) Do goods vehicle miles due to home and foreign stock run on home line

No. 30.—WORKING EXPENSES—*continued.*

TABLE D.

Maintenance and working of Ferry Steamers and Harbours.

N.I.L.

TABLE E.

Expenses of Traffic Department.

REFERENCE TO
ACCOUNTS.

		B.G. System.			M.G. System.		
Abstract and Sub. head. head.	Details.	Total amount.	Per train mile.	Percentage of total expenditure under Abstract E.	Total amount.	Per train mile.	Percentage of total expenditure under Abstract E.
E. I.	GENERAL ADMINISTRATION—(E. I.—TOTAL)	... 1,98,801	Rs. A.s.	1.46	13.24	0.92	2.81
II.	REPAIRS AND MAINTENANCE.						
2100	Equipment - Total	10,212	Rs. A.s.	0.08	0.70	0.15	0.12
III.	TOTAL REPAIRS AND MAINTENANCE—(E. II.)	10,212	Rs. A.s.	0.08	0.70	0.05	0.12
	OPERATING EXPENSES.						
3100	Pay, Wages and Allowances—						
	3101. General operating staff (Inspectors, Canvassers, etc.)	28,227	Rs. A.s.	1.93	0.18	0.34	0.19
	3102. Station staff	4,48,338	3.37	30.62	2.14	5.34	1.21,551
	3103. Train staff	59,798	0.45	4.08	0.28	0.71	19.403
	3104. Mileage and overtime of train staff	70,015	0.53	4.78	0.33	0.83	61,655
	3105. Travelling ticket examining staff	22,936	0.17	1.55	0.11	0.27	22,458
	3200 Stores, Stationery, forms etc.—						
	3201. Fires, lights and general stores for stations & traffic yards	53,958	Rs. A.s.	3.69	0.26	0.61	0.39
	3202. Water and general stores in trains	18,579	0.14	1.27	0.09	0.22	16,775
	3203. Clothing	14,729	0.11	1.01	0.07	0.18	19,298
	3204. Stationery, Forms and Tickets	51,741	0.39	3.52	0.26	0.62	29,139
	3300 Expenses on handling, collection and delivery of goods—Total	23,681	Rs. A.s.	0.18	1.62	0.11	0.28
	3400 Expenses at out-agencies	60,820	0.46	4.15	0.29	0.72	1,52,81
	3500 Payments to other railways—Total	1,93,748	1.45	13.23	0.92	2.31	69,099
	3600 Conference hire and penalty charges on interchanged stock	1,68,149	1.26	11.48	0.80	2.01	11,359
	3700 Compensation for goods, etc. lost or damaged	5,821	0.04	0.40	0.08	0.47	3,188
	3800 Miscellaneous expenses—Total	39,966	0.30	2.73	0.19	0.48	32,885
	TOTAL OPERATING EXPENSES (E. III.)	12,60,206	Rs. A.s.	9.46	86.06	6.01	15.01
	TOTAL WORKING EXPENSES—ABSTRACT E	14,64,219	11.01	100.00	6.98	17.44	11.25,983

NOTE.—The figures within brackets at the top of columns are the relative fundamental units such as route miles, train miles, engine miles etc., used as divisors.

(a) *Vide* foot-note (b) in Table A,

(b) *Vide* foot-note (a) in Table A.

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No. 30.—WORKING EXPENSES—*continued.*

T A B L E F.

Expenses of General Departments.

REFERENCE TO ACCOUNTS.		Details.	B. G. System.				M. G. System.				
Abstract and minor head.	Sub-head.		Total amount.	Per train mile.	Percentage of total earnings.	Percentage of total expenditure under Abstracts A to H.	Total amount.	Per train mile.	Percentage of total earnings.	Percentage of total expenditure under Abstracts A to H.	
			(2,130,606) (b)	(2,13,15,178)	(83,93,869) (a)						
			Rs.	As.			Rs.	As.			
F. I.		GENERAL ADMINISTRATION.									
	1100	London Board	97,752	0.73	0.46	1.17	70,857	0.61	0.66	1.21	
	1200	Charges in India for Government supervision, control and audit ..	23,608	0.18	0.11	0.28	15,062	0.13	0.14	0.26	
	1300	General Manager's Office ..	1,26,435	0.95	0.59	1.51	91,566	0.78	0.85	1.56	
	1400	Accounts and Audit Department ..	2,01,733	1.61	0.95	2.10	1,46,367	1.25	1.37	2.50	
	1500	Stores Department	1,06,217	0.80	0.50	1.27	73,749	0.63	0.68	1.26	
	1600	Cash and Pay Department	18,804	0.14	0.09	0.22	13,610	0.12	0.18	0.23	
	1700	Medical Department	97,638	0.73	0.46	1.16	75,280	0.64	0.70	1.28	
	1800	Police	89,980	0.68	0.42	1.07	99,498	0.85	0.93	1.70	
	1900	Miscellaneous expenses	106	0.00	0.00	0.00	131	0.00	0.00	0.00	
		TOTAL GENERAL ADMINISTRATION (F. I.)	7,62,178	5.72	3.68	9.08	5,86,090	5.01	5.46	10.00	
II.		REPAIRS AND MAINTENANCE.									
	2100	Equipment	5,335	0.04	0.02	0.06	3,825	0.03	0.04	0.07	
		TOTAL REPAIRS AND MAINTENANCE (F. II.)	5,335	0.04	0.02	0.06	3,825	0.03	0.04	0.07	
		TOTAL WORKING EXPENSES ABSTRACT F.	7,67,508	5.76	3.60	9.14	5,89,915	5.04	5.50	10.07	

Note.—The figures within brackets at the top of columns are the relative fundamental units such as route miles, train miles, engine miles etc., used as divisors.

(a) *Vide* foot-note (b) in Table A.

(b) *Vide* foot-note (d) in Table A.

No. 30.—WORKING EXPENSES—continued.

TABLE G.

Miscellaneous Expenses.

REFERNCE TO ACCOUNTS.		B.G. System				M.G. System.					
Abstract and minor head.	Sub-head.	Details		Total amount.	Per train mile.	Percentage of total earnings.	Percentage of total expenditure under Abstracts A to H.	Total amount.	Per train mile.	Percentage of total earnings.	Percentage of total expenditure under Abstracts A to H.
		(2,130,606)	(b)	(2,13,15,178)	(83,93,869)	(a)		(1,871,233)	(b)	1,07,24,049	(58,59,684)
G.I.	GENERAL ADMINISTRATION.	Rs.	As.					Rs.	As.		
1100	Law charges (less costs recovered)	5,981	0·05	0·03	0·07	4,058	0·04	0·04	0·07		
1200	Rents, rates and taxes --										
	1201 & 1202. Rents of buildings and lands—Total	- 3	- 0·00	- 0·00	- 0·00	- 77	- 0·00	- 0·00	0·00	0·00	
	1203. Rates and taxes	4,650	0·01	0·02	0·08	4,163	0·04	0·04	0·07	0·07	
1300	Contribution to Provident Institutions	2,43,816	1·83	1·14	2·91	1,76,555	1·51	1·65	3·01		
1400	Gratuities	86,155	0·66	0·41	1·05	62,812	0·54	0·58	1·07		
1500	Compensation (other than those included in N. III)	3,819	0·02	0·02	0·01	2,459	0·02	0·02	0·04		
1600	Educational grants	32,168	0·21	0·15	0·38	23,718	0·20	0·22	0·40		
1700	Health and welfare service	61,051	0·46	0·29	0·73	46,279	0·10	0·43	0·79		
1800	Publicity expenses	15,858	0·12	0·08	0·19	11,740	0·10	0·11	0·20		
1900	Miscellaneous items--										
	1910. Fire protection of railway property	0,272	0·07	0·01	0·11	8,874	0·08	0·04	0·07		
	1920. Expenses in connection with the I. R. C. A.	2,085	0·02	0·01	0·02	1,476	0·01	0·01	0·03		
	1930. Miscellaneous contributions and grants	8,505	0·06	0·04	0·10	6,256	0·05	0·06	0·11		
	1940. Sundry losses or gains .....	..	..	..	..	..	..	..	..
	1950. Minor surveys .....	..	..	..	..	..	..	..	..
	TOTAL GENERAL ADMINISTRATION (G.I.)	4,74,843	3·57	2·23	5·66	8,43,818	2·94	3·20	5·86		
III.	OPERATING EXPENSES.										
3100	Indian charges and stores, excluding fuel etc. ....	..	..	..	..	..	..	..	..
3200	Catering department	6,779	0·07	0·06	0·11	6,834	0·06	0·07	0·12		
3300	Miscellaneous expenses	24,146	0·18	0·11	0·29	17,557	0·15	0·16	0·30		
	TOTAL OPERATING EXPENSES (G.III)	33,925	0·25	0·16	0·40	24,391	0·21	0·23	0·42		
	TOTAL WORKING EXPENSES ABSTRACT G.	5,08,768	3·82	2·39	6·06	3,87,704	3·15	3·43	6·28		

NOTE.—The figures within brackets at the top of columns are the relative fundamental units such as route miles, train miles, engine miles etc., used as divisors.

(a) Vide foot-note (b) in Table A.

(b) Vide foot-note (d) in Table A.

No. 30—WORKING EXPENSES.—*continued.*
 TABLE H.
Expenses of Electrical Department.

REFERENCE TO ACCOUNTS.		B. G. System.				M. G. System.			
Abstract and minor head.	Sub- head.	Total amount.	Per 1000 vehicle miles run by home and foreign vehicles. (Rs. 116,872)	Per train mile. (Rs. 130,606) (b)	Percentage of total expenditure under Abstract H. (213,909) (a)	Total amount.	Per 1000 vehicle miles run by home and foreign vehicles. (Rs. 427,396) (b)	Per train mile. (Rs. 1,233) (b)	Percentage of total expenditure under Abstract H. (3,22,917) (a)
H. I.									
II.	2100	GENERAL ADMINISTRATION (TOTAL—H. I.) ..	20,462	0·46	0·35	22,459	0·58	0·19	10·06
		REPAIRS AND MAINTENANCE.—							
	2200	Electric general services.—							
	2310.	Electric plant and equipment ..	..	0·81	0·39	24·32	0·62	27·092	0·71
	2220.	Miscellaneous equipment ..	..	..	..	..	..	3·532	0·09
	2230.	New minor works ..	..	0·03	0·02	..	..	..	..
		TOTAL (2200) ..	5·869	0·84	0·41	25·20	0·64	30·624	0·80
	2300	Electric communication services—							
	2310.	Train movement instruments and apparatus ..	..	0·83	0·40	2·61	0·63	1,04,526	2·71
	2320.	Communication circuits and apparatus ..	1·990	0·23	0·11	7·01	0·18	17·522	0·46
	2330.	Miscellaneous equipment ..	..	..	..	..	..	..	..
	2340.	New minor works ..	..	..	..	..	..	..	..
		TOTAL (2300) ..	67·989	1·06	0·51	31·79	0·81	1,21,510	3·16
		TOTAL REPAIRS AND MAINTENANCE—(H. II.) ..	1,21,698	1·90	0·92	56·99	1·45	1,52,134	3·96
	III.	OPERATING EXPENSES.							
	3100	Electric traction.—							
	3200	General services.—							
	3210.	Supply of energy for power and lighting ..	..	1·880	0·03	0·01	0·88	0·02	1·271
	3220.	Other operating labour and stores ..	..	..	..	..	..	..	..
	3230.	Miscellaneous expenses ..	..	..	..	..	..	..	..
		TOTAL (3200) ..	1,880	0·03	0·01	0·88	0·02	1·271	0·03
	3300	Communication services—							
	3310.	Train movement instruments and apparatus ..	..	27,061	0·42	0·21	12·64	0·32	1·741
	3320.	Communication circuits and apparatus ..	34,890	0·55	0·26	16·31	0·42	28·152	0·73
		TOTAL (3310 and 3320) ..	61,941	0·97	0·47	28·95	0·74	47·893	1·25
	3330.	Miscellaneous—(Total)	..	..	..	..	..	..	..
		TOTAL OPERATING EXPENSES—(H. III.) ..	62,549	0·98	0·47	29·24	0·75	48·34	1·26
		CONTRIBUTION TO DEPRECIATION RESERVE FUND—(H. IV.—Total) ..	..	..	..	..	..	..	..
	IV.	TOTAL WORKING EXPENSES—ABSTRACT H ..	2,13,909	3·34	1·61	100·00	2·55	2,22,917	5·80
								1·90	100·00
									3·80

(a) *Vide* foot-note (b) in Table A.
 (b) *Vide* foot-note (d) in Table A.

Note.—The figures within brackets at the top of columns are the relative fundamental units such as route miles, train miles, engine miles etc., used as divisors.

No. 30.—WORKING EXPENSES—concluded.

TABLES A TO H.

Summary.

Details.	1941-42.				1940-41.			
	Broad Gauge.		Metre Gauge.		Broad Gauge.		Metre Gauge.	
	Total amount.	Percent-age of total.	Total amount.	Percent-age of total.	Total amount.	Percent-age of total.	Total amount.	Percent-age of total.
1	2	3	4	5	6	7	8	9
	Rs.		Rs.		Rs.		Rs.	
I.—General administration..	20,63,620	24·59	15,55,645	26·55	19,80,870	26·68	15,13,549	27·70
II.—Repairs and maintenance .	19,91,215	23·72	15,23,787	26·00	17,28,774	23·29	13,42,424	24·56
III.—Operating expenses	27,98,781	33·34	19,67,202	33·57	24,33,859	32·79	18,71,109	34·24
IV.—Contribution to depreciation reserve fund	15,40,803	14·85	8,18,050	13·88	12,79,975	17·24	7,37,504	13·50
Total	83,93,869	100·00	58,59,684	100·00	74,23,478	100·00	54,64,586	100·00

Note.—The figures for head IV—contribution to depreciation fund—are actuals as regards H. E. II's Government lines and $\frac{1}{2}$ of the capital at charge at the end of the year previous to that to which the figures relate for B. E. and D. K. railways, *Vid* foot-note (b) in Table A

Item.	Heading.	Amount or Number.			
		1941-42.		1940-41.	
		Broad Gauge.	Metre Gauge.	Broad Gauge.	Metre Gauge.
1	2	3	4	5	6
No. 31.—Statement of Oil Consumption.					
Lubricating oil used on engines (excluding shunting, siding and departmental)—					
31.01	Total pints—(Passenger and mixed services) ...	83,973	72,013	78,603	73,854
31.02	Total pints—(Goods services) ...	78,647	40,652	65,600	33,672
31.03	Pints per 100 engine miles—(Passenger and mixed services) ...	6.95	5.51	6.75	5.65
31.04	Pints per 100 engine miles—(Goods services) ...	7.24	6.99	7.37	6.96
Lubricating oil used on coaching, goods and departmental vehicles—					
31.05	Total pints ...	34,794	23,311	26,240	18,545
31.06	Pints per 1,000 vehicle miles (Passenger and goods) in terms of 4 wheelers ...	0.58	0.58	0.45	0.52
No. 32.—Statement of Electric Multiple Unit Suburban Train Statistics.					
No. 33.—Statement of Rail Car (Steam propelled and Internal Combustion Engine propelled) performance.					
<i>Rail car performance.</i>					
(i) Steam propelled					
33.01	Average authorised stock (in terms of units)				
	(a) Rail cars ...	Nil.	2	Nil.	2
	(b) Trailer coaches ...	Nil.	Nil.	Nil.	Nil.
33.02	Average number on the line (in terms of units)				
	(a) Rail cars ...	Nil.	2	Nil.	2
	(b) Trailer coaches ...	Nil.	Nil.	Nil.	Nil.
33.03	Mileage performed.				
	(a) Car miles ...	Nil.	13,399	Nil.	16,640
	(b) Trailer coach miles ...	Nil.	Nil.	Nil.	Nil.
	(c) Total (a+b) ...	Nil.	13,399	Nil.	16,640
	(d) Total seat miles (car and trailer) ...	Nil.	1,500,688	Nil.	1,863,680
33.04	Car miles per car day ...	Nil.	18	Nil.	23
Car failures—					
33.05	Number ...	Nil.	Nil.	Nil.	Nil.
33.06	Car miles per car failure ...	Nil.	Nil.	Nil.	Nil.
33.07	Lbs. of coal consumed per 1,000 seat miles ...	Nil.	125.5	Nil.	126.7
(ii) Internal combustion engine propelled.					
33.08	Average authorised stock (in terms of units)				
	(a) Rail cars ...	Nil.	4	Nil.	4
	(b) Trailer coaches ...	Nil.	Nil.	Nil.	Nil.
33.09	Average number on the line (in terms of units)				
	(a) Rail cars ...	Nil.	4	Nil.	4
	(b) Trailer coaches ...	Nil.	Nil.	Nil.	Nil.
33.10	Mileage performed.				
	(a) Car miles ...	154,807	Nil.	181,448	Nil.
	(b) Trailer coach miles ...	Nil.	Nil.	Nil.	Nil.
	(c) Total (a+b) ...	154,807	Nil.	181,448	Nil.
	(d) Total seat miles (car and trailer) ...	18,003,788	Nil.	15,241,212	Nil.
33.11	Car miles per car day ...	106	Nil.	124	Nil.
Car failures—					
33.12	Number ...	2	Nil.	2	Nil.
33.13	Car miles per car failure ...	77,404	Nil.	90,722	Nil.
33.14	Gallons of fuel consumed per 1,000 seat miles ...	1.58	Nil.	1.50	Nil.



Part II.

Statistical Statements

OF THE

Road Transport Services.

No. 1.—Statement of Road Transport Stock

Description of Road Transport stock in serviceable order at the end of the year (vide column 24).							Number of authorised and serviceable stock at the end of the previous year.			
Type	Rated horse-power.	Average weight in tons of each description of vehicle.	Total seats (excluding driver's seat). Passenger buses.	Average carrying capacity of vehicle in tons for lorries and trailers and in gallons for oil tankers.	Total carrying capacity in tons (Parcels and goods vehicles).	Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Stock replaced but still in service at the end of the previous year.	Serviceable stock at the end of the previous year (columns 7-8-9+10).	
I	2	3	4	5	6	7	8	9	10	11
1. Passenger Buses.—	H. P.									
(i) Albion (Diesel) 19 Seater	24	3·5	627			67				67
(ii) do 20 do	24	3·5	1,100			21				21
(iii) do 25 do	24	2·0	650			26				26
(iv) do 27 do	24	3·4	2,538			111				111
(v) do 30 do	24	3·4	750			7				7
(vi) do 34 do	30	5·5	340			10				10
(vii) Leyland (Diesel) 82 do	30	4·4	320			10				10
Total .....	...	...	6,325			252				252
<i>(Converted from vehicles purchased from displaced services).</i>										
(viii) Chevrolet (Petrol) 19 Seater	24	1·9				2				2
(ix) Ford (Petrol) 20 Seater	24	1·5				1				1
(x) Postal vans (Petrol)	24	1·9				1				1
Total .....	..	..	..			4				4
Total passenger buses .....	..	..	6,325			256				256
2. Goods Vehicles.—										
<i>(a) Lorries—</i>										
(i) Ford (Petrol)	24	2·5				1				1
(ii) Ford V. 8 (Petrol)	30	2·85				29				29
(iii) Ford V. 8 (Diesel)	30	2·85				1				1
(iv) Leyland Lynx	20·4	3·6				1				1
(v) Albion (Diesel)	38·5	5·5				1				1
(vi) Chevrolet (Petrol)	20·4	2·75				...				...
<i>(Converted from vehicles purchased from displaced services).</i>										
(vii) Ford (Petrol)	24	2·5				1				1
Total goods lorries .....	..	..	..			169	34			34
<i>(b) Trailers</i> .....	..	1·0 2·4				3	7	3		3
3. Departmental Vehicles.—										
<i>(a) Buses—</i>										
(i) Chevrolet (Petrol) "carry all" 7 seater	27	1·5	14			2				2
(ii) Albion (Diesel) 19 seater	24	3·5	19			2				2
<i>(Converted from vehicles purchased from displaced services).</i>										
(iii) Chevrolet (Petrol) 18 seater	24	1·9				1				1
(iv) do 19 do	24	1·9				1				1
(v) Chevrolet (Petrol) "Luxury coach" 8 seater	24	1·9				2				2
Total departmental passenger .....	..	.	33			8				8
<i>(b) Lorries—</i>										
(vi) Ford (Petrol)	24	2·5				2				2
(vii) Lorry truck Ford V. 8 (Petrol)	30	1·8				1				1
(viii) Albion (Diesel) oil tankers	24	2·6				4				4
<i>(Converted from vehicles purchased from displaced services).</i>										
(ix) Chevrolet (Petrol)	29·4	2·65				...				...
(x) Ford (Petrol)	24	2·5				2				2
(xi) Chevrolet (Petrol)	24	1·9				2				2
Total departmental goods .....	..	..	..		tons 24 gals. 2,700	15				15
<i>(c) Inspection cars—</i>										
(xii) Ford, vanettes	24	1·3	18			9				9
(xiii) Chevrolet Tourer, 5 seater	29·4	1·5	5			1				1
(xiv) Ford V. 8 de-Luxe sedan, 5 seater	30	1·5	10			2				2
(xv) Ford utility car, 6 seater	30	1·4	6			1				1
Total inspection cars .....	..	..	39			13				13
<i>(d) Norton motor cycle with side car</i>	5	0·80	24			12				12
Total departmental vehicles .....	..	..	96			48				48

for the year ended 31st March 1942.

(g) Two lorries have been scrapped vide General Manager's sanction in letter No. 46866 dated 4th June 1941, and one lorry has been sold to the Indian Army Training Vehicles Scheme on 15th November 1941 vide General Manager's sanction in letter No. 49953 dated 17th January 1942.

(h) These have been scrapped vide General Manager's sanction in letter No. 49447 dated 21st August 1942.
(i) These have been sold to Indian Army Training Vehicle Scheme vide General Manager's sanction in

(i) These have been sold to Indian Army Training Vehicle Scheme vide General Manager's sanction in letter No. 49447 dated 21st August 1941.

No. 2.—Mileage statement.

Item.	Depot and route.	Route No.	Whether open for passenger, goods or parcels traffic.	Date of first opening for traffic.	Route miles open on 31st March 1942.
1	<i>Hyderabad Depot.—</i> SUBURBAN SERVICES. i. Tank bund corner to Abid shop via Bashir Bagh ... ii. Gulzar Houz to Secunderabad station via Hyderabad (B. G.) ... iii. Gulzar Houz to Pahadi Sheriff via Falaknuma and Keshogiri ... iv. Dewan Devdi to Golconda ... v. Dewan Devdi to Dabirpura and Saroor-nagar ... vi. Hyderabad (B. G.) to Rani Gunj via Khairatabad and Begampet ... vii. Park Lane corner to Bolarum station [Military Route] ... viii. Secunderabad station to Bolarum Bazaar [Civil Route] ... ix. Afzul Gunj to Oopal via Chota Amberpet 48A x. Gulzar Houz to University 50 xi. Secunderabad to Lallaguda Market 52 xii. Shah Ali Bunda to Keshogiri via Lal Darwaza ... xiii. Hyderabad B.G. to Mahbub Gunj X Roads via Siddiambar Bazaar ... xiv. Karbala Maidan X Roads to Patny & Co., via Kingsway ... xv. Clock Tower Secunderabad to "Ship House" Maredpalli ... xvi. Panjagutta to Lakrikapul X Roads ...	7 8 9 12 48 51 8A 8A 48A 50 52 9A 8B 7A 7A 51A	Passenger. do do do do do do do do do do do do do do do	15th June 1932. do 15th December 1933. 6th October 1935. 10th December 1935. 1st February 1936. 1st May 1936. 3rd February 1937. 1st June 1936. 21st October 1936. 12th January 1937. 1st October 1938. 21st December 1938. 15th March 1940. 1st September 1940. 15th June 1940.	1·4 8·2 7·1 5·1 4·5 6·5 9·4 6·5 6·4 7·0 2·2 2·0 1·4 1·3 0·8 1·5
	Total ..				71·3
	DISTRICT SERVICES. i. Shadnagar to Shahabad ... ii. Hyderabad to Mahbubnagar via Appanpalli 11 iii. Hyderabad to Jangaon ... iv. Hyderabad to Nizamsagar via Nizampet. 27 v. Hyderabad to Karimnagar via Siddipet 183 vi. Sangareddi to Shankerpalli 134 vii. Hyderabad to Lingampalli & Patancheru 186 viii. Lingampalli to Lingampalli X Roads .. 136 ix. Malakpet to Ibrahimpatam 138 x. Buchannapet to Jangaon 189 xi. Duddera to Jedikal via Alir 139 xii. Ibrahimpatam to Devarkonda 188	10 do do do do do do do do do do do do do do	6th October 1933. do do 26th August 1936. do do do do do do do do do do do	10 65·2 59·0 88 92 12 16·2 1·8 19 10 86 49	
	Total ..				457·7
2	<i>Asifabad Depot.—</i> i. Asifabad Road to Mancherial ... ii. Asifabad Town to Asifabad Road 152 A. iii. Asifabad Town to Rajura ... 158	152 152 A. 158	do do do	6th October 1936. do do	28 12 81
	Total ..				71
3	<i>Aurangabad Depot.—</i> i. Aurangabad to Paithan .. 100 ii. Aurangabad to Kannad via Ellora .. 101 iii. Aurangabad to Ajanta .. 102 iv. Aurangabad to Gangapur .. 104 v. Aurangabad to Shahgarh .. 107 vi. Ajanta to Fardapur .. 102 vii. Sillod to Bokhardan .. 103 viii. Aurangabad to Vaijapur .. 105 ix. Vaijapur to Gangapur .. 109 x. Shivar to Talvad 110 xi. Aurangabad to Jalna .. 106	.. .. .. .. .. .. .. .. .. .. .. ..	do do do do do do do do do do do do	26th August 1936. do do do do do 15th November 1936. 1st January 1937. 26th August 1936. do do do	31 40 60 32 48 5 9 48 25 10 42

No. 2.—Mileage Statement—contd.

Item.	Depot and route.	Route No.	Whether open for passenger, goods or parcels traffic.	Date of first opening for traffic.	Route miles open on 31st March 1942.
4	<i>Bhir Depot.—</i>				
	i. Bhir to Soukhada	113	Passenger.	6th October 1936.	34·3
	ii. Bhir to Yedsi	114	do	do	61
	iii. Thambaram X Roads to Patoda	113	do	6th October 1938.	3·5
	iv. Khari X Roads to Manjlegaon	111A	do	7th May 1939.	32·0
	Total	..			130·8
5	<i>Homnabad Depot.—</i>				
	i. Homnabad to Umarga	120	do	27th July 1936.	36
	ii. Homnabad to Gulbarga	122	do	do	40
	iii. Homnabad to Zaheernabad	123	do	do	34
	iv. Sastapur to Kalyani	124	do	do	5
	v. Gulbarga to Bhima River	156	do	26th August 1936.	19
	vi. Chidguppa X Roads to Chidguppa	123A	do	1st September 1936.	4
	vii. Umarga to Khanapur	120	do	6th October 1936.	26
	viii. Gulbarga to Aland	122	do	do	26
	Total	..			190
6	<i>Jalna Depot.—</i>				
	i. Jalna to Bhir	111	Passenger, goods and parcels	Passenger. 20th August 1936. Goods and parcels. 1st December 1936.	66
	ii. Jalna to Wagrul	112	Passenger.	26th August 1936.	14
	Total	..			80
7	<i>Kazipet Depot.—</i>				
	i. Kazipet to Chelvai via Mulug	18	do	15th July 1932.	44
	ii. Hanumkonda to Narsampet	20	do	do	23
	iii. Hanumkonda to Wardenpet	21	do	do	20
	iv. Narsampet to Nekonda	20	do	18th December 1932.	12
	v. Kazipet to Jangaon	6	do	1st April 1936.	27
	vi. Wardenpet to Khammameth	21	do	1st December 1934.	60
	vii. Atmakur to Parkal	19	do	18th December 1934.	10
	viii. Suryapet to Jangaon	154	do	6th October 1936.	54
	ix. Parkal to Huzurabad	19	do	1st April 1940.	26·4
	Total	..			276·4
8	<i>Khammameth Depot.—</i>				
	i. Khammameth to Kallur	16	do	1st December 1934.	30
	ii. Wyra to Bonakalu	17	do	do	15
	iii. Khammameth to Huzurnagar	42	do	7th October 1935.	36
	iv. Huzurnagar to Mirialguda	43	do	do	24
	v. Khusmachi to Nallakondapalli	155	do	6th October 1936.	10
	vi. Kodar to Nallabundagudam	69A	do	do	8
	vii. Kallur to Ashwaraopet	16A	do	1st May 1938.	42
	viii. Bonakalu X Roads to Madira	17A	do	15th November 1940	10·6
	ix. Narketpalli to Khammameth	3	Passenger, goods and parcels.	Passenger. 15th June 1932. Goods and parcels. 1st December 1936, between Suryapet and Khammameth (30 miles).	69
	Total	..			244·6

No. 2.—Mileage statement—*contd.*

Item.	Depot and route.	Route No.	Whether open for passenger, goods or parcels traffic.	Date of first opening for traffic.	Route miles open on 31st March 1942.
9	<i>Mahbubnagar Depot.</i> —				
	i. Mahbubnagar to Devarkadra	13	Passenger.	1st December 1934.	16
	ii. Mahbubnagar to Nawabpet	14	do	do	12
	iii. Mahbubnagar to Koilkonda	15	do	do	16
	iv. Devarkadra to Kistna	13	do	26th August 1936.	40
	v. Marikhali to Saidapur via Narayenpet	140	do	do	48
	vi. Mahbubnagar to Chincholi via Tandur..	141	do	do	67
	vii. Mahbubnagar to Amrabad	143	do	do	78
	viii. Telkapalli to Lingal	143	do	do	13
	ix. Jadechala to Devarkonda	150	do	6th October 1936.	61
	x. Devarkonda to Mirialguda	149	do	do	50
	xi. Tandra to Gundlapalli (Dindi)	150 & 149	do	15th September 1940	16
	Total	.			417
10	<i>Medak Depot.</i> —				
	i. Wadiaram to Yellareddi via Medak	26 & 128	do	26th August 1936.	46
	ii. Medak to Hyderabad via Narsapur	180	do	do	60
	iii. Medak to Siddipet via Akanapet	131	do	do	44
	iv. Potanasetpalli to Jogipet	132	do	do	20
	v. Hyderabad to Wadiaram	129	do	do	44
	Total	.			214
11	<i>Nander Depot.</i> —				
	i. Nander to Hingoli	80	do	6th October 1934.	54
	ii. Narsi to Billoh	34	do	do	13
	iii. Loha to Kandhar	29	do	do	8
	iv. Waranga to Hadgaon	32	do	do	20
	v. Nander to Deglur	33	do	5th April 1934.	52
	vi. Nander to Latur	85	do	6th October 1934.	86
	vii. Hingoli to Kannergaon	31	do	6th March 1935.	19
	viii. Latur to Dhoki	35A	do	6th October 1936.	34
	ix. Billoli to Bodhan	34	do	15th December 1939	15
	Total	.			301
12	<i>Narkatpalli Depot.</i> —				
	i. Narkatpalli to Hyderabad	1	Passenger & parcels.	15th June 1932.	52
	ii. Nalgonda to Bhongir via Narkatpalli	2 & 4	Passenger, goods & parcels.	Passenger: 15th June 1932. Goods & parcels: 1st December 1936.	44
	iii. Mirialguda to Nakrakal	44	Passenger.	7th October 1935.	26
	iv. Nalgonda to Malaypalli	151	do	6th October 1936.	33
	v. Nalgonda to Tipparti	4/44	do	1st November 1936.	11
	vi. Mirialguda to Wazeerabad	45	do	6th October 1936.	16
	Total	.			182

No. 2.—Mileage statement—contd.

Item.	Depot and route.	Route No.	Whether open for passenger, goods or parcels traffic	Date of first opening for traffic.	Route miles open on 31st March 1942
13	<i>Nirmal Depot.—</i>				
	i. Nirmal to Adilabad	36	Passenger, goods and parcels	{ Passenger 6th November 1934. Goods and parcels 1st December 1936 between Adilabad & Nizamabad (12 miles)	50
	ii. Naradikonda X Roads to Roath	37	Passenger	5th November 1934	7
	iii. Nirmal to Basar	38	Passenger, goods and parcels	{ Passenger 6th November 1934. Goods and parcel 15th December 1934 between Basar and Bhura (16 miles) and 1st December 1934 between Bhura and Nirmal (26 miles)	41
	iv. Nirmal to Mancherial	39	Passenger	5th November 1934.	85
	v. Mancherial to Chinnur	40	do	do	26
	Total				212
14	<i>Nizamabad Depot.—</i>				
	i. Nirmal to Nizamabad via Armoor	41	Passenger, goods and parcels	{ Passenger 6th November 1934. Goods and parcels 1st December 1936 between Armoor and Nizamabad (16 miles) and between Nirmal and Nizamabad (42 miles)	42
	ii. Nizamabad to Nizamsagar via Bodhan	23 & 23 A.	Passenger.	6th October 1934.	55
	iii. Nizamsagar to Deglur	24	do	do	39
	iv. Nizamsagar to Kamaredu	25	do	do	38
	v. Nizamabad to Varni via Mosra and Chintakunlu	28	do	1st February 1936	19
	vi. Nizamabad to Manchappa	28A	do	6th October 1936.	13
	vii. Nizamabad to Wadiaram via Kamaredu & Ramayanpet.	28B	do	do	65
	viii. Nizampet to Naravankhed	27A	do	1st January 1942.	10
	Total				276
15	<i>Omanabad Depot.—</i>				
	i. Yedsi, Alni to Osmanabad	117	do	6th October 1936.	13
	ii. Osmanabad to Tamalwadi via Tuljapur	118	do	do	26
	iii. Tuljapur to Naldrug	119	do	do	20
	Total ..				59
16	<i>Purgi Depot.—</i>				
	i. Mannayaguda to Sadaseopet via Vikarabad	135	do	26th August 1936.	26
	ii. Purgi to Hyderabad	137	do	do	54
	iii. Purgi to Shadnagar	147	do	do	22
	iv. Purgi to Gurmutkal via Kodangal	148	do	do	48
	Total ...				150
17	<i>Purli Depot.—</i>				
	i. Mominabad to Yerinala	115	do	do	46
	ii. Purli to Mominabad	116	do	do	16
	Total ..				62
18	<i>Wanaparthi Depot.—</i>				
	i. Wanaparthi Town to Wanaparthi station.	144	do	6th October 1936.	13
	ii. Wanaparthi Town to Gopalpet, Bhudham and Baljapalli.	145 A., B. & C.	do	do	11
	iii. Wanaparthi Town to Kolhapuram	146	do	do	46
	iv. Buthpur to Pebbur	142	do	do	38
	Total ...				108

No. 2.—Mileage statement—concl'd.

Item	Depot and route.	Route No.	Whether open for passenger, goods or parcels traffic.	Date of first opening for traffic.	Route miles open on 31st March 1942.
19	<i>Yadgiri Depot.—</i>				
	i. Yadgiri Town to Shorapur	156	Passenger.	26th August 1936.	34
	ii. Yadgiri Town to Bhima River via Gogi.	157	do	do	52
	iii. Hattigndur to Shapur	158	do	do	8
	Total ..				94
20	<i>Zaheerabad Depot.—</i>				
	i. Zaheerabad to Sirrur Tajbund	125 & 126	do	do	88
	ii. Sangareddi to Zaheerabad via Sadaseopet	127	do	do	32
	Total ..				120
21	<i>Aurangabad out-agency.—</i>				
	Aurangabad City to Aurangabad station	...	Goods and parcels only.	1st October 1937.	3
22	<i>Azamabad (Nizam) out-agency.—</i>				
	Azamabad to Secunderabad	...	do	1st July 1938.	3
23	<i>Karimnagar Out-agency.—</i>				
	Karimnagar to Warangal	...	do	1st December 1936.	48
24	<i>Mashirabad out-agency.—</i>				
	Mashirabad to Secunderabad	...	do	1st August 1937.	2·5
25	<i>Transport of liquor at Kamareddi.—</i>				
	1. Liquor contract	...	Goods only.	1st May 1937.	70
	2. Coal contract	..	do	19th September 1937	3
	Total ..				73
	Total district services ..				4,125·0
	Grand total ..				4,196·3

Summary.

		On 31st March 1941.	Alterations during the year 1941–42.		On 31st March 1942.
			Additions.	Reductions.	
1.	Route miles worked for passenger service only	3,689·8	10	..	3,699·8
2.	Do passenger and parcels services combined	52·0	..	..	52·0
3.	Do passenger, goods and parcels services combined	315·0	..	..	315·0
4.	Do goods and parcels services only	56·5	..	..	56·5
5.	Do goods only ..	73·0	..	..	73·0
	Total ..	4,186·3	10	..	4,196·3

Details of additions and reductions.

Additions.			Reductions.		
Depot.	Route.	Miles.	Depot.	Route.	Miles
Nizamabad ...	Nizampet to Narayankhed ...	10	Nil.	Nil.	Nil.
	Total ...	10			

Item.	Heading.	Amount or number.	
		1941-42.	1940-41.
	No. 3.—Statement of Revenue Statistics.		
3.01	Number of passengers carried	15,760,808	13,509,845
3.02	Passenger miles	136,929,855	120,308,717
3.03	Passenger earnings	Rs. 36,67,763	32,25,422
3.04	Other coaching earnings (luggage, parcels carried in buses, postal etc)	" 70,164	66,832
3.05	Total coaching earnings	" 37,37,927	32,92,254
3.06	Coaching earnings per bus mile	Pies. 79·6	73·3
3.07	Average number of miles a passenger was carried	" 8·69	8·90
3.08	Number of tons of goods carried.—		
	1. Rail-cum-road services including parcels carried by these services	Tons. 59,386	60,121
	2. Liquor contract	" 858	344
	3. Coal contract	" 1,200	900
	4. Wayside road traffic carried in rail-cum-road service lorries	" 144	136
	5. Other non-rail-cum-road services including special hire.	" 5,814	3,081
	Total	" 66,902	64,582
3.09	Earnings from goods carried.—		
	1. Rail-cum-road services including parcels carried by these services	Rs. 1,90,114	1,54,665
	2. Liquor contract	" 6,562	6,380
	3. Coal contract	" 1,648	1,235
	4. Wayside road traffic carried in rail-cum-road service lorries	" 997	826
	5. Other earnings (bone meal traffic, special hire etc.)	" 19,146	7,626
	Total goods earnings	" 2,18,467	1,70,732
3.10	Goods service earnings per goods vehicle mile (power unit and trailer).—		
	1. Rail-cum-road services including parcels carried by these services	Pies. 80·9	67·8
	2. Liquor contract	" 69·5	73·9
	3. Coal contract	" 116·3	118·1
	4. Other non-rail-cum-road services including special hire.	" 111·1	128·6
	Total goods earnings per vehicle mile	" 92·6	69·6
3.11	Goods freight ton miles.—		
	1. Rail-cum-road services including parcels carried by these services	1,216,741	989,841
	2. Liquor contract	" 24,967	28,978
	3. Coal contract	" 3,800	2,700
	4. Wayside road traffic carried in rail-cum-road service lorries	" 6,209	5,829
	5. Other non-rail-cum-road services including special hire.	" 135,891	65,363
	Total	" 1,387,408	1,087,711
3.12	Average miles a ton of goods was carried	" 20·7	16·8
3.13	Average goods earnings per ton mile	Pies. 30·2	30·1
3.14	Miscellaneous earnings	Rs. 34,495	29,802
3.15	Total gross earnings	" 39,90,889	34,92,788

Notes— 1. The goods earnings under item 3:09 (1) rail-cum-road services are those credited to R. T. D. by the Railway at the rate of 30 pies per ton mile. The actual road earnings of rail-cum-road services collected by the Railway from the public are as given below:—

1941-42.	1940-41.
Rs.	Rs.

Item.	Heading.	Amount or number.		
		1941-42.	1940-41.	
No. 5.—Statement of Vehicle Performance.				
<i>Passenger service.</i>				
5.01	Bus miles—Traffic †.—			
	(a) Petrol buses ...	116,457	177,722	
	(b) Petrol cars and vanettes (special hire) ...	13,914	2,980	
	(c) Diesel buses ...	8,905,130	8,453,187	
	(d) Total ...	9,035,501	8,633,789	
5.02	Bus miles—Departmental.—			
	(a) Petrol buses ...	11,123	24,668	
	(b) Diesel buses ...	74,479	100,530	
	(c) Inspection cars ...	91,591	78,741	
	(d) Motor cycles * ...	126,382	83,293	
	(e) Total excluding Motor cycles ...	177,193	208,939	
<i>Goods service.</i>				
5.03	Vehicle miles—Traffic.—			
	(a) Rail-cum-road.—			
	(i) Petrol lorries ...	415,518	426,972	
	(ii) Diesel lorries ...	26,685	8,664	
	(iii) Trailers ...	11,658	5,355	
	(iv) Total ...	453,806	440,991	
	(b) Liquor contract.—			
	(i) Petrol lorries ...	8,885	1,258	
	(ii) Diesel lorries ...	14,785	15,809	
	(iii) Total ...	18,120	16,567	
	(c) Coal contract.—			
	(i) Petrol lorries ...	338	248	
	(ii) Diesel lorries ...	2,383	1,760	
	(iii) Total ...	2,721	2,008	
	(d) Other non-rail-cum road services (special hire etc).—			
	(i) Petrol lorries ...	30,053	11,161	
	(ii) Diesel lorries ...	3,041	499	
	(iii) Total ...	33,094	11,660	
	(e) Total goods vehicle miles—Traffic. ...	507,741	471,226	
5.04	Vehicle miles—departmental.—			
	(a) Petrol lorries ...	88,396	† 69,451	
	(b) Diesel lorries ...	88,069	† 78,036	
	(c) Trailers ...	560	188	
	(d) Total ...	172,025	† 147,625	
5.05	Total vehicle miles excluding inspection cars, motor cycles and trailers.—			
	(a) Petrol vehicles ...	674,129	† 714,410	
	(b) Diesel vehicles ...	9,114,522	† 8,657,985	
	(c) Total ...	9,788,651	† 9,372,345	
5.06	Total vehicle miles (passenger, goods, departmental, inspection cars and trailers excluding motor cycles)	9,892,460	† 9,456,579	
5.07	Inspection car miles per 100 traffic vehicle miles ...	0.97	0.88	
<i>Punctuality of passenger services.</i>				
5.08	Total No. of scheduled trips as per time table ...	420,541	398,704	
5.09	Percentage of trips running late or cancelled to total No. of scheduled trips.—			
	(a) Running late ...	1.70	1.57	
	(b) Cancelled ...	0.04	0.22	
	(c) Total ...	1.74	1.79	
5.10	Number of trips scheduled to connect with.—			
	(a) Trains ...	78,352	74,240	
	(b) Buses ...	87,118	72,054	
5.11	Percentage of missing connections to total scheduled connections with.—			
	(a) Trains ...	0.39	1.10	
	(b) Buses ...	0.89	0.92	
	(c) Total ...	0.67	1.01	

‡ Includes the following miles of suburban services.—

	1941-42.	1940-41.
(a) Petrol buses ...	18,781	14,964
(b) Diesel buses ...	1,382,454	1,268,817
(c) Total ...	1,346,185	1,273,781

* This item 5.02 (d) includes the following motor cycle miles operated for Railway ticket checking:—

1941-42.	1940-41.
18,727	19,962

Item.	Heading.	Amount or number.	
		1941-42.	1940-41.
No. 6.—Statement of Vehicle User.			
6.01	Actual No. of Vehicles owned on the last day of the year—		
	i. Passenger buses	254	256
	ii. Goods vehicles .. { Lorries	35	34
		3	3
	iii. Departmental vehicles excluding motor cycles ..	28	36
	iv. Motor cycles with side cars * ..	15	15
6.02	Average No. of vehicles owned during the year.—		
	i. Passenger buses	256	260
	ii. Goods vehicles .. { Lorries	36	33
		3	3
	iii. Departmental vehicles excluding motor cycles ..	32	39
	iv. Motor cycles with side cars * ..	15	15
6.03	Average No. of vehicles in use daily.—		
	i. Passenger buses	224	218
	ii. Goods vehicles .. { Lorries	24	20
		1	Nil.
	iii. Departmental vehicles excluding motor cycles ..	17	16
	iv. Motor cycles ..	6	4
6.04	Percentage of item 6.03 to total average No. owned (item 6.02).—		
	i. Passenger buses	87.5	83.8
	ii. Goods vehicles .. { Lorries	66.7	60.6
		33.3	Nil.
	iii. Departmental vehicles excluding motor cycles ..	58.1	41.0
	iv. Motor cycles ..	40.0	26.7
6.05	Average No. of vehicles under or awaiting repair.—		
	i. In central workshop.—		
	(a) Passenger buses ..	9	18
	(b) Goods vehicles .. { Lorries	2	3
		Nil.	Nil.
	(c) Departmental vehicles excluding motor cycles ..	2	7
	(d) Motor cycles ..	4	4
	ii. In depots.—		
	(a) Passenger buses ..	12	13
	(b) Goods vehicles .. { Lorries	4	3
		Nil.	Nil.
	(c) Departmental vehicles excluding motor cycles ..	1	1
	(d) Motor cycles ..	1	3
6.06	Percentage of item 6.05 (i) to total average No. owned (item 6.02).—		
	(a) Passenger buses ..	8.52	6.92
	(b) Goods vehicles .. { Lorries	5.56	9.09
		Nil.	Nil.
	(c) Departmental vehicles excluding motor cycles ..	6.25	17.9
	(d) Motor cycles ..	26.7	26.7
6.07	Percentage of item 6.05 (ii) to total average No. owned (item 6.02).—		
	(a) Passenger buses ..	4.69	5.00
	(b) Goods vehicles .. { Lorries	11.1	9.09
		Nil.	Nil.
	(c) Departmental vehicles excluding motor cycles ..	3.18	2.56
	(d) Motor cycles ..	6.67	20.0
6.08	Average No. of vehicles spare —		
	i. Passenger buses ..	11	11
	ii. Goods vehicles .. { Lorries	6	7
		2	3
	iii. Departmental vehicles excluding motor cycles ..	12	15
	iv. Motor cycles ..	4	4
6.09	Percentage of item 6.08 to total average No. owned (item 6.02).—		
	i. Passenger buses ..	4.30	4.23
	ii. Goods vehicles .. { Lorries	16.7	21.2
		66.7	100.0
	iii. Departmental vehicles excluding motor cycles ..	37.5	38.5
	iv. Motor cycles ..	26.7	20.7

* Includes 3 motor cycles with side cars owned by the Railway for ticket checking.

Item.	Heading.	Amount or number.	
		1941-42.	1940-41.
No. 6.—Statement of Vehicle User—concluded.			
6·10	Average number of passengers per bus § ...	15·2	14·0
6·11	Do seats do § ...	25	25
6·12	Ratio of passenger miles to seat miles § ...	0·60	0·56
6·13	Average freight load per loaded goods vehicle (power unit and trailer) Tons.	3·91	3·53
6·14	Average miles per day per vehicle in use.—		
	i. Passenger buses ...	110	107
	ii. Goods lorries ...	62	65
	iii. Departmental vehicles excluding motor cycles ...	35	40
	iv. Motor cycles ...	60	69
6·15	Average miles per day per vehicle owned.—		
	i. Passenger buses ...	96	90
	ii. Goods lorries ...	41	40
	iii. Departmental vehicles excluding motor cycles ...	18	17
	iv. Motor cycles ...	23	17
6·16	Number of vehicle failures.—		
	i. Passenger buses.—		
	(a) Failures due to mechanical defect ...	356	416
	(b) Failures due to mismanagement of crew ...	42	45
	(c) Total ...	398	461
	ii. Goods vehicles.—		
	(a) Failures due to mechanical defect ...	2	2
	(b) Failures due to mismanagement of crew ...	Nil.	Nil.
	(c) Total ...	2	2
	iii. Total passenger and goods vehicles ...	400	463
6·17	Number of bus failures per 10,000 bus miles ...	0·45	0·54
6·18	Number of goods lorries failures per 10,000 lorry miles ...	0·04	0·04
No. 7.—Statement of Fuel and Lubricating Oil Consumption.			
7·01	Total petrol consumed.—		
	i. Passenger buses ...	Gallons.	
	ii. Goods lorries ...	"	50,514
	iii. Inspection cars ...	"	6,951
	iv. Motor cycles * ...	"	2,994
	v. Hired vehicles ...	"	6,904
	vi. Total excluding motor cycles and hired vehicles "	59,426	57,516
7·02	Miles run per gallon of petrol.—		
	i. Passenger buses.—		
	(a) Albion ...	Nil.	11·1
	(b) Leyland ...	Nil.	Nil.
	(c) Ford ...	Nil.	Nil.
	(d) Chevrolet ...	14·6	16·3
	(e) Displaced services' buses ...	1·18	10·9
	(f) Total ...	14·1	12·6
	ii. Goods lorries.—		
	(a) Ford ...	10·6	10·1
	(b) Chevrolet ...	11·3	Nil.
	(c) Displaced services' lorries ...	11·0	8·61
	(d) Total ...	10·0	10·0
	iii. Inspection cars ...	15·1	14·3
	iv. Motor cycles ...	48·2	41·3
	v. Hired vehicles ...	14·5	14·8
	vi. Total excluding motor cycles and hired vehicles ...	10·8	10·6

Note.—Item 6·16—Vehicle failures.—

A vehicle is considered to have failed when owing to some mechanical defect or mismanagement of crew, it is unable to work its booked trip from start to destination or causes a delay of one hour or more.

Delays of one hour or more due to causes other than mechanical defect or mismanagement of crew are not included.

§ The results for the suburban services only are as below.—

	1941-42.	1940-41.
Item 6·10	... 15·7	18·6
" 6·11	... 29	29
" 6·12	... 0·52	0·46

* Includes the following issues made to the motor cycles for Railway ticket checking.—

Petrol (gallons).
1941-42 1940-41.

Item.	Heading.	Amount or number.	
		1941-42.	1940-41.
No. 7.—Statement of Fuel and Lubricating Oil Consumption.—concluded.			
7.03	Total diesel oil consumed.—		
	i. Passenger buses	Gallons.	445,606
	ii. Goods lorries	"	5,860
	iii. Total	"	151,466
7.04	Miles run per gallon of diesel oil.—		
	i. Passenger buses.—		
	(a) Albion (Dorman)	"	20.9
	(b) " (Gardner)	"	14.4
	(c) Total	"	20.1
	ii. Goods lorries	"	21.4
	iii. Total	"	20.2
7.05	Lubricating oil consumed.—		
	i. Passenger buses	Gallons	12,600
	ii. Goods lorries	"	1,974
	iii. Inspection cars	"	94
	iv. Motor cycles	"	294
	v. Total excluding Inspection cars and Motor cycles	"	14,574
7.06	Lubricating oil consumed by hired vehicles	"	14,962
7.07	Miles per gallon of lubricating oil.—		
	i. Passenger buses	"	211.4
	ii. Goods lorries	"	323.6
	iii. Inspection cars	"	1,120.1
	iv. Total	"	218.3
7.08	Oils issued for other than running purposes.—		
	i. Petrol	Gallons.	4,802
	ii. Diesel oil	"	15,297
	iii. Lubricating oil	"	1,821
No. 8.—Statement of Repairs and Maintenance of Rolling Stock.			
8.01	Overhaul output of central workshop.—		
	i. Coaching vehicles	"	127
	ii. Diesel engines only	"	274
	iii. Goods vehicles	"	12
	iv. Departmental vehicles	"	5
	v. Motor cycles	"	10
	vi. Total excluding motor cycles	"	418
8.02	Total No. of vehicle days that vehicles lay in central workshop awaiting disposal instructions.—		
	i. Coaching vehicles	"	244
	ii. Goods vehicles	"	Nil.
	iii. Departmental vehicles	"	244
	iv. Motor cycles	"	Nil.
	v. Total excluding motor cycles	"	488
8.03	Average No. of days vehicles repaired and turned out were in central workshop for repairs.—		
	i. Coaching vehicles	"	26.1
	ii. Goods vehicles	"	35.5
	iii. Departmental vehicles	"	69.4
	iv. Motor cycles	"	74.2
	v. Total excluding motor cycles	"	28.4
8.04	Average cost of repairs per unit turned out of central workshop.—		
	i. Coaching vehicles	"	1,629
	ii. Diesel engines only	"	469
	iii. Goods vehicles	"	463
	iv. Departmental vehicles	"	458
	v. Motor cycles	"	138
8.05	Average mileage run per vehicle since previous overhaul of vehicles shown under item 8.01.—		
	i. Coaching vehicles	"	61,971
	ii. Goods vehicles	"	27,969
	iii. Departmental vehicles	"	20,177
	iv. Motor cycles	"	9,009
	v. Diesel engines only	"	31,662
8.06	Average period in months vehicles shown under item 8.01 were in service since previous overhaul.—		
	i. Coaching vehicles	"	21.3
	ii. Goods vehicles	"	20.8
	iii. Departmental vehicles	"	28.0
	iv. Motor cycles	"	13.3

No. 9.—ANALYSIS OF OPERATING EXPENSES.

T A B L E R.

(Expenses of the Road Transport Services).

REFERENCE TO ACCOUNTS.	Abstract and minor head.	Sub-head	Heading	1941-42.		1940-41.	
				Total amount.	Per vehicle mile (Power units only). (9,788,651)	Total amount.	Per vehicle mile (Power units only). *(9,372,345)
GENERAL ADMINISTRATION.							
	1100		Pay and leave salary.				
	1110.		Officers ..	60,878	1.18	61,608	* 1.26
	1120.		Subordinate supervising staff ..	36,718	0.72	30,499	* 0.62
	1130.		Office staff ..	1,14,213	2.24	1,07,207	2.20
	1140.		Depot staff ..	55,212	1.08	53,284	* 1.00
	1200		Travelling allowances and passages ..	4,009	0.08	2,923	0.06
	1300		Contingencies ..	14,088	0.28	9,923	0.20
	1600		Other expenditure.—				
	1610.		Contribution to Provident Institution ..	63,814	1.24	58,584	1.20
	1620.		Gratuities ..	1,341	0.18	679	0.01
	1630		Other charges ..	13,723	0.27	14,070	0.29
	TOTAL GENERAL ADMINISTRATION				8,62,946	7.12	3,38,784
REPAIRS AND MAINTENANCE.							
	2100		Coaching vehicles.—				
	2110		Running repairs.—				
	2111.		Wages ..	86,114	1.83	80,261	1.78
	2112.		Materials ..	2,34,908	4.99	1,69,953	3.78
	2120		Workshop repairs.—				
	2121.		Wages ..	1,11,438	2.37	88,263	1.98
	2122.		Materials ..	8,08,918	6.46	2,42,939	5.39
	2200		Goods vehicles.—				
	2210.		Running repairs.—				
	2211.		Wages ..	7,457	2.69	7,204	2.99
	2212.		Materials ..	25,690	9.90	12,915	5.32
	2220		Workshop repairs.—				
	2221.		Wages ..	3,507	1.36	3,565	1.47
	2222.		Materials ..	6,627	2.56	3,789	1.56
	2300		Departmental vehicles including motor cars and motor cycles.—				
	2310		Running repairs.—				
	2311.		Wages ..	4,276	1.73	4,578	* 2.02
	2312.		Materials ..	12,196	4.93	10,253	* 4.53
	2320.		Workshop repairs.—				
	2321.		Wages ..	3,866	1.36	4,057	* 1.79
	2322.		Materials ..	7,162	2.90	1,266	* 0.56
	2400		Tyres.—				
	2410.		Coaching vehicles ..	2,56,857	5.46	2,03,020	4.51
	2420.		Goods vehicles ..	26,430	10.28	15,965	9.66
	2430.		Departmental vehicles ..	1,638	0.66	1,402	* 0.62
	2500		Other expenditure ..	82,572	1.62	73,265	* 1.50
	TOTAL REPAIRS AND MAINTENANCE				11,74,055	23.08	9,22,165
OPERATING EXPENSES.							
	3100		Pay, wages and allowances.—				
	3110.		Coaching staff.—				
	3111.		Inspectors including ticket inspectors ..	77,776	1.65	78,217	1.74
	3112.		Drivers ..	1,58,140	3.36	1,57,005	3.49
	3113.		Conductors ..	1,26,578	2.60	1,16,337	2.58
	3114-3116.		Travelling and other allowances ..	32,398	0.89	33,026	0.73
	3120.		Goods staff.—				
	3121.		Drivers ..	16,852	6.14	14,878	5.93
	3122-3124.		Travelling and other allowances ..	1,581	0.59	1,611	0.66
	3130.		Other staff.—				
	3131.		Drivers for departmental vehicles ..	9,198	3.72	10,644	* 4.70
	3132-3134.		Travelling and other allowances ..	590	0.24	693	* 0.31
	3140.		Pay and leave salary in lieu of notice to retrenched personnel ..	...	...	...	...
			Carried over ..	4,21,988		4,11,311	

* Revised figures

No. 9. -ANALYSIS OF OPERATING EXPENSES.

T A B L E R.—concl.

(Expenses of the Road Transport Services)—concl.

REFERENCE TO ACCOUNTS.		Heading.	1941-42.		1940-41.	
			Total amount. (9,788,651)	Per vehicle mile (Power units only).	Total amount. (9,372,345)	Per vehicle mile (Power units only)
		OPERATING EXPENSES—concl.	Rs.	Pies.	Rs.	Pies.
		Bronght forward ...	4,21,985		4,11,811	
3200	Fuel.—	Coaching vehicles.—				
	3210.	3211. Petrol	25,652	37.75	37,191	39.5
		3212. Fuel oil	2,86,575	5.11	2,23,010	5.07
		3213. Other oils	1,04,300	2.22	83,001	1.85
		3214. Grease and kerosene	2,555	0.05	1,490	0.03
		3220. Goods vehicles—				
		3221. Petrol	58,546	25.02	59,911	26.2
		3222. Fuel oil	1,961	5.04	963	7.05
		3223. Other oils	7,818	3.03	5,364	2.21
		3224. Grease and kerosene	837	0.13	261	0.12
		3230. Departmental vehicles.—				
		3231. Petrol	53,404	32.82	37,239	* 27.91
		3232. Fuel oil	8,871	4.34	8,071	* 3.30
		3233. Other oils	6,189	2.50	3,991	* 1.76
		3234. Grease and kerosene	378	0.15	287	* 0.13
3300	Ticket and salary of audit ticket checker	3,508	1.42	Nil.	Nil.	
3400	Other miscellaneous expenses	31,697	0.61	29,175	0.59	
		1,58,833	3.04	1,60,869	* 3.24	
		TOTAL OPERATING EXPENSES	11,17,211	21.91	10,57,054	* 21.66
IV		REPLACEMENTS AND RENEWALS.				
	4100	Contribution to depreciation fund	7,98,178	15.66	6,98,556	* 14.84
		TOTAL ABSTRACT R ...	34,52,390	67.72	30,17,151	* 61.82

* Revised figures.

Notes.—(1) The figures within brackets at the top of columns are the fundamental units (vehicle miles) used as divisors and exclude the mileages of inspection cars on departmental use and of motor cycles.

(2) The coaching vehicle miles adopted for working out the results for items 2100, 2410, 3110 and 3210 are as under:—

	1941-42.	1940-41.
Petrol vehicle miles	... 130,371	180,652
Diesel oil vehicle miles	... 8,905,180	8,463,187
Total ...	<u>9,035,501</u>	<u>8,683,789</u>

(3) The goods vehicle miles adopted for working out the results for items 2200, 2420, 3120 and 3220 are as under:—

	1941-42.	1940-41.
Petrol vehicle miles	... 449,239	439,639
Diesel oil vehicle miles	... 46,844	26,232
Total ...	<u>496,083</u>	<u>465,871</u>

(4) The departmental vehicle miles including the mileage of motor cars and motor cycles adopted for working out the results for items 2300, 2430, 3130 and 3230 are as under:—

	1941-42.	1940-41.
Petrol vehicle miles	... 312,442	* 256,158
Diesel oil vehicle miles	... 162,548	* 178,566
Total ...	<u>474,990</u>	<u>* 434,719</u>

Part III.

Statistical Statements

OF THE

Air Transport Services.

**No. 1--Statement of Aircraft owned by the N. S. Railway
for the year ended 31st March 1942.**

Item No.	Type.	No. of planes.	Serviceable aircraft at the end of the previous year.						Changes in the No. of aircraft during the year.			Serviceable aircraft at the end of the year.						
			Date of purchase.	No. of engines in each plane	Rated horsepower of each engine	No. of seats (excluding pilots -cat).	Range in miles of each plane	Pay load with full tanks of each plane	New additions.	Replacements	Condemned or sold.	No. of planes	No. of engines in each plane	Rated horsepower of each engine	No. of seats (excluding pilots seat).	Range in miles of each plane	Pay load with full tanks of each plane	No. of spare engines
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
I. Training Aircraft																		
1	D. H. Tiger Moth	2	March 1936.	1	120	2	383	261	..	(a) 1	(c) 1	1	120	2	383	261	1	
II. Transport Aircraft.																		
2	D. H. Leopard Moth	2	One on 7th May 1938 & one on 21st June 1939.	1	120	4	500	345	...	..	2	1	120	1	500	315	.	
3	D. H. Dragonfly	1	5th May 1935.	2	120	4	600	467	..	..	(d)	1	.	.	..	..	.
4	Percival Q. 6	1	13th August 1939.	2	200	5	780	207	..	..	(b) 1	..	.	..	..	..	..
	Total	6	...	6	..	15	..	...	..	..	2	4	2	.	6	.	...	2

Note.—In addition to the above four planes owned by the N. S. Railway, there were on 31st March 1942, 20 Tiger Moth single engine planes owned by the Government of India which were transferred to the N. S. Ry., for the training of Pilots in the Elementary Flying Training School at Begampet.

- (a) One Tiger Moth VT-AHD crashed on 13th August 1941 has been written off, *vade* General Manager's endorsement No. 49292 dated 6th March 1942.
- (b) One Percival Q. 6 was sold to the Indian National Airways, New Delhi on 19th November 1941 under General Manager's sanction in letter No. 49984 dated 7th April 1942.
- (c) This plane has been pooled with those transferred from the Government of India.
- (d) This plane was handed over on loan to the Government of India on 9th February 1942 for the duration of the war *vade* General Manager's endorsement No. 50157 dated 3rd February 1942.

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**No. 2.—Statement of Airline Services operated during the year ended
31st March 1942.**

Item.	Heading.			
2'01	Regular or seasonal	..	..	..
2'02	Dates between which operated	..	..	..
2'03	Route Miles	..	..	..
2'04	Number of services operated.—			
	i. Outward	..	..	..
	ii. Inward	..	..	..
	iii. Total	..	..	..
2'05	Number of trips loaded.—			
	i. Outward	..	..	..
	ii. Inward	..	..	..
	iii. Total	..	..	..
2'06	Number of trips empty.—			
	i. Outward	..	..	..
	ii. Inward	..	..	..
	iii. Total	..	..	..
2'07	Percentage of loaded trips to total trips (outward and inward)	..	..	..
2'08	Aircraft miles	..	..	..
2'09	Engine miles	..	..	..
2'10	Seat miles	..	..	..
2'11	Passenger miles	..	..	..
2'12	Occupation ratio (item 2'11 × 100 ÷ item 2'10)	..	..	Per cent ..
2'13	Number of services scheduled (outward and inward)	..	..	..
2'14	Number of services cancelled.—			
	i. Due to weather conditions	..	..	..
	ii. Due to other causes	..	..	..
2'15	Number of services operated over 10 minutes late	..	..	..
2'16	Percentage of services cancelled to total scheduled services	..	..	Per cent ..
2'17	Percentage of services operated over 10 minutes late to total scheduled services	..	..	..
2'18	Number of passengers carried.			
2'19	Passenger earnings	..	..	Rs. ..
2'20	Other earnings	..	..	" ..
2'21	Total earnings	..	..	" ..
2'22	Passenger earnings per seat mile	..	..	Pies ..
2'23	Total earnings per aircraft mile	..	..	" ..
2'24	Number of flying hours	..	..	..
2'25	Total earnings per flying hour	..	..	Rs. ..

No. 3.—Statement of Flying hours and earnings—1941-42.

Item No.	Description of flights.	N. S. Railway Planes.				Government of India planes.	
		Tiger Moths.	Leopard Moths.	Dragon fly.	Percival Q. 6.	Hrs.	Mts.
<i>I. Flying hours.</i>							
1	Air line-services	...	...	...	...	...	...
2	Charter flights	...	...	89 30	16 15	...	0 50
3	Pleasure flights	...	6 05	16 30	0 30	...	0 40
4	Club flights	...	68 35	19 40	...	...	...
5	Instruction to I. A. F. candidates	...	226 45	...	...	...	7258 30
6	Apprentice pilots	...	19 40	3 30	14 10	...	25 35
7	Departmental flights	...	15 50	6 00	7 40	2 50	74 00
Total ...		336 55	135 10	38 35	2 50	7359 35	
{ 1941-42		963 40	397 55	171 45	0 10	308 15	
<i>1941-42.</i>							
1941-42.							
<i>II. Earnings.</i>							
1	Air line-services	...	...	Hours: 106	Minutes: 35	Rs 4,219	Rs. 39·6
2	Charter flights	...	...	23	45	848	35·7
3	Pleasure flights	...	...	88	15	6,892	78·1
4	Club flights	...	...	7485	15	2,82,673	37·8
5	Instruction to I. A. F. candidates	...	...	62	55	...	...
6	Apprentice pilots	...	...	106	20	...	...
7	Departmental flights	...	...	...	...	1,228	...
Total ...		7873 05		2,95,860		37·6	
{ 1941-42		1841 45		63,075		34·2	

No. 4.—Statement of Petrol and lubricating oil consumption—1941-42.

Item.	Type.	Total Petrol consumed.	Petrol consumption per flying hour.	Total lubricating oil.	Lubricating oil consumption per flying hour.
<i>I. Planes owned by N. S. Railway.</i>					
1	Tiger Moth	2,150	6·38	653	1·94
2	Leopard Moth	978	7·24	380	2·81
3	Dragonfly	529	13·7	186	4·81
4	Percival Q. 6	...	...	204	7·21
Total ...		3,657	7·12	1,428	2·77
{ 1941-42		11,305	7·37	4,034	2·68
<i>II. Planes owned by the Government of India.</i>					
Tiger Moth					
1941-42		43,931	6·24	11,581	1·57
Grand Total		49,588	6·30	13,004	1·65
1940-41		13,224	7·18	4,586	1·49

No. 5.—Statement of Aircraft User—1941-42.

Item.	Heading.	Planes owned by the N. S. Railway.					Planes owned by the Government of India.	Total.
		Tiger Moth.	Leopard Moth.	Dragon fly.	Percival Q.6.	Total		
5.01	Actual number of planes owned on the last day of the year	{ 1941-42. 1940-41.	1 2	2 2	1 1	... 1	3 6	20 8
5.02	Plane days of planes owned during the year	{ 1941-42. 1940-41.	501 780	730 730	315 365	283 365	1,779 2,190	6,447 366
5.03	Plane days of planes in use during the year	{ 1941-42. 1940-41.	169 436	69 149	29 78	3 1	270 664	2,702 132
5.04	Plane days of planes under repair during the year.	{ 1941-42. (a) ... 1940-41.	...	88 Not available.	4 ...	... 92	1,091	1,183
5.05	Plane days of planes spare during the year	{ 1941-42. (a) ... 1940-41.	...	539 Not available.	244 Not available.	183 ...	966	2,176
5.06	Average number of planes owned during the year (= item 5.02 ÷ No. of days in the year)	{ 1941-42. 1940-41.	1.37 2.00	2.00 2.00	0.86 1.00	0.64 1.00	4.87 6.00	17.7 7.00
5.07	Average number of planes in use during the year..	{ 1941-42. 1940-41.	0.46 1.20	0.19 0.41	0.08 0.21	0.01 0.00	0.74 1.82	7.40 0.86
5.08	Percentage of item 5.07 to item 5.06	{ 1941-42. 1940-41.	38.6 60.0	9.50 20.5	9.30 21.0	0.00 0.00	15.2 30.3	36.2 31.1
5.09	Average number of planes under repair during the year	{ 1941-42. (a) ... 1940-41.	0.24 Not available.	0.01 Not available.	...	0.25 0.25	2.99	3.24
5.10	Percentage of item 5.09 to item 5.06 ...	{ 1941-42. (a) ... 1940-41.	...	12.0 Not available.	1.16 Not available.	...	5.13 5.13	16.9 14.4
5.11	Average number of planes spare during the year...	{ 1941-42. (a) .. 1940-41.	1.48 Not available.	0.67 Not available.	0.50 0.50	2.65 2.65	5.96	8.61
5.12	Percentage of item 5.11 to item 5.06	{ 1941-42. (a) ... 1940-41.	...	74.0 Not available.	77.9 Not available.	78.1 54.4	33.7 33.7	38.8 38.8
5.13	Flying hours per day per plane owned (= flying hours ÷ item 5.02)	{ 1941-42. 1940-41.	0.67 1.32	0.18 0.55	0.12 0.47	0.01 ...	0.29 0.70	1.14 0.84
5.14	Flying hours per day per plane in use (= flying hours + item 5.03)	{ 1941-42. 1940-41.	1.99 2.21	1.96 2.67	1.34 2.20	1.00 ...	1.90 2.31	2.72 2.34
	(a) These figures are included in the Government of India planes as these Tiger Moths are pooled with those of the Government of India planes.							

No. 6.—Results of Working—1941-42.

Item.	Heading.	1941-42.	1940-41.
6.01	Total capital outlay (including suspense) ...	Rs. 2,34,706	2,38,348
6.02	Total gross earnings ...	" 2,95,860	63,075
6.03	Total working expenses ...	" 2,60,423	2,06,448
6.04	Net earnings ...	" 35,437	1,42,373
6.05	Gross earnings per flying hour ...	" 37.6	34.2
6.06	Working expenses per flying hour ...	" 33.1	31.5
6.07	Net earnings per flying hour ...	" 4.50	7.2
6.08	Percentage of ordinary working expenses (excluding contribution to depreciation fund) on total gross earnings ... Per cent. 78.0		29.7
6.09	Percentage of total working expenses (including contribution to depreciation fund) on total gross earnings ... Per cent. 88.0		32.5

No. 7—Analysis of Operating Expenses—1941-42.

TABLE S.

(*Expenses of the Air Transport Division*).

Reference to Accounts.		Heading.	1941-42.		1940-41.	
Abstract and minor head.	Sub-head.		Total amount.	Per flying hour. (7873)	Total amount.	Per flying hour. (1612)
I.		<i>General Administration.—</i>				
	1100	Pay and leave salary,—				
		1110. Administrative officers ...	11,100	1.41	14,163	1.40
		1120. Office staff ...	8,541	1.08	6,822	0.92
	1200	Travelling allowances and passages ...	42	0.01	254	0.04
		Others ...	2,880	0.36	4,240	0.71
		Total General Administration	16,523	2.14	14,103	1.41
II.		<i>Repairs and Maintenance.—</i>				
	2100	Pay and leave salary,—				
		2110. Officers ...	16,732	2.13	15,871	0.61
		2120. Subordinate staff—				
		2121. Subordinate staff for overhauls and maintenance ...	24,473	3.11	11,286	0.73
	2500	Materials ...	26,561	3.37	16,050	2.00
		Others ...	8,826	1.12	6,801	0.40
		Total repairs and maintenance	76,985	3.93	41,907	2.00
III.		<i>Operating Expenses.—</i>				
	3100	Pay and leave salary,—				
		3110. Officers ...	15,329	1.90	14,163	1.40
		3120. Pilot apprentices ...	3,140	0.40	2,540	0.31
	3200	Allowances and passages ...	1,000	0.01	1,000	0.01
		Other salaries,—				
		3310. Officers ...	1,000	0.01	1,000	0.01
		3320. Other ...	1,000	0.01	1,000	0.01
		Total salaries	30,469	3.90	27,703	2.11
		Total operating expenses	76,985	3.93	41,907	2.00

